

Placemaking and Form-Based Codes

W417

Results: Form-Based Codes on the Ground

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Metro Nashville-Davidson County Planning Dep't

National
Planning
Conference

April 10-13, 2010
New Orleans
Morial Convention Center

Key Learning Objectives

1. Process is critical

2. Foundation through planning

3. One size doesn't fit all

Ingredients of Successful Form-Based Planning

- Begin with the **public**
- Establish a **vision**
- Be **proactive**
- Be **thorough and consistent**
- Make it **easy to do the right thing**



Ingredients of Form-Based Planning

The process
must be
participatory
and
inclusive.



*"Tell me, I forget.
Show me, I remember.
Involve me, I understand."
--Chinese Proverb*

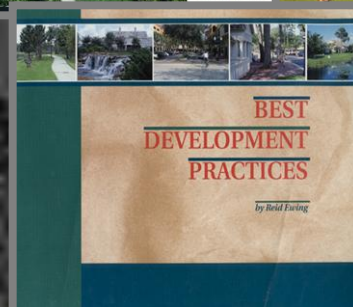
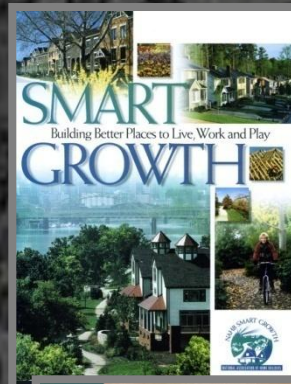
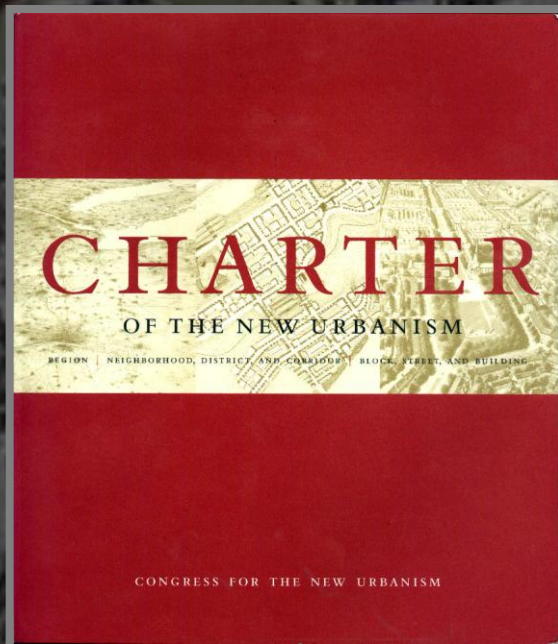
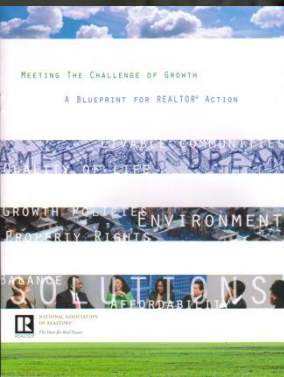
Ingredients of Form-Based Planning


Educating



*"Tell me, I forget.
Show me, I remember.
Involve me, I understand."
--Chinese Proverb*

Why is Community Design Important?



PLANNING

A GREAT
CITY



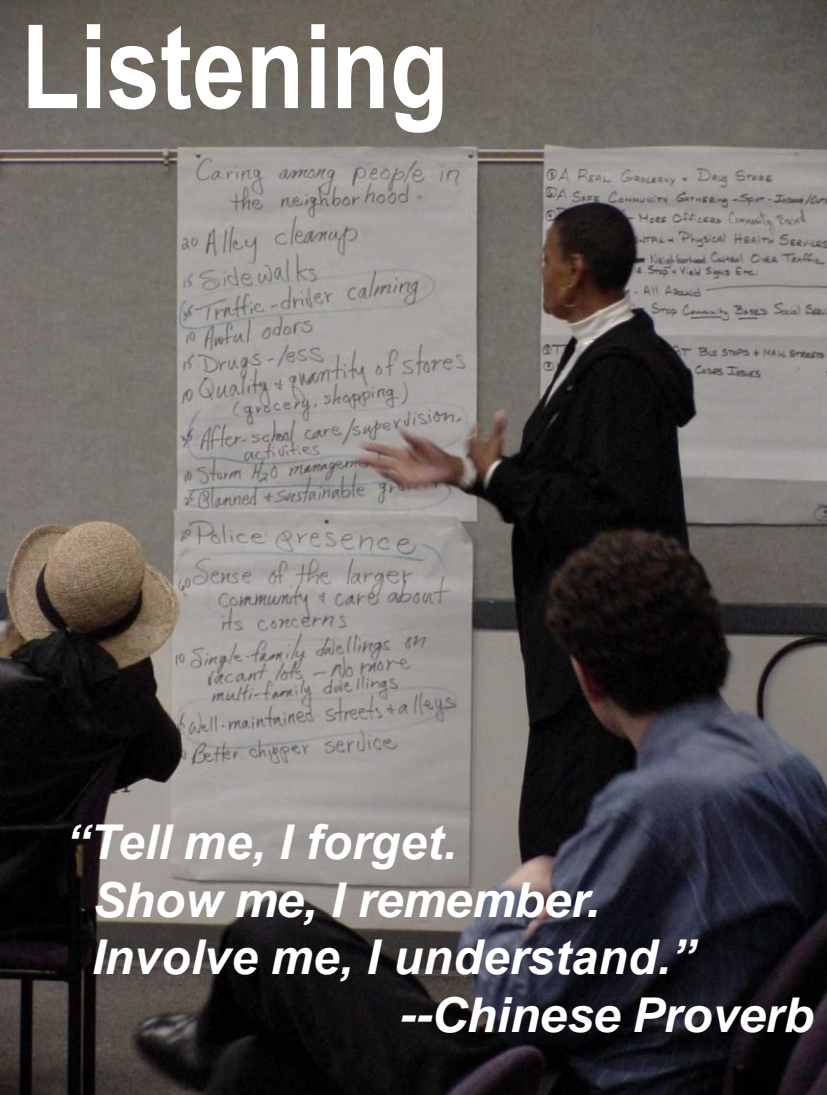
neighborhood guidebook

a resource guide for the neighborhood district overlay

**metropolitan nashville
planning department**

Ingredients of Form-Based Planning

Listening



A man in a dark suit is standing and pointing with his right hand towards a flipchart. The flipchart has two sheets of paper with handwritten notes. The left sheet lists various neighborhood issues, and the right sheet lists community services. In the foreground, the back of a person's head wearing a straw hat is visible, looking towards the flipchart.

Caring among people in the neighborhood

- 20 Alley cleanup
- 15 Sidewalks
- 10 Traffic - driver calming
- 10 Animal odors
- 10 Drugs - less
- 10 Quality + quantity of stores (grocery, shopping)
- 10 After-school care/supervision activities
- 10 Storm H2O management
- 10 Planned + sustainable growth
- 10 Police presence
- 10 Sense of the larger community + cares about its concerns
- 10 Single-family dwellings or vacant lots - no more multi-family dwellings
- 10 Well-maintained streets + alleys
- 10 Better cheaper service

BA REAL Grocery + Drug Store
BA SAFE Community Gathering - Sport - Juice/Kiosk
BA MORE OFFICERS (Community Patrol)
BA MENTAL + PHYSICAL HEALTH SERVICES
BA NEIGHBORHOOD COUNCIL CHIEF TRAFFIC
BA SHOP + VENDOR SIGNS ETC.
BA ALL AROUND
BA STOP Community Based Social Services
BA BUS STOPS + MAIL BOXES
BA CHURCHES

**"Tell me, I forget.
Show me, I remember.
Involve me, I understand."
--Chinese Proverb**



Listening to the Community





Ingredients of Form-Based Planning

The process
must be
visionary.



“The future is not completely beyond our control.
It is the work of our own hands.”

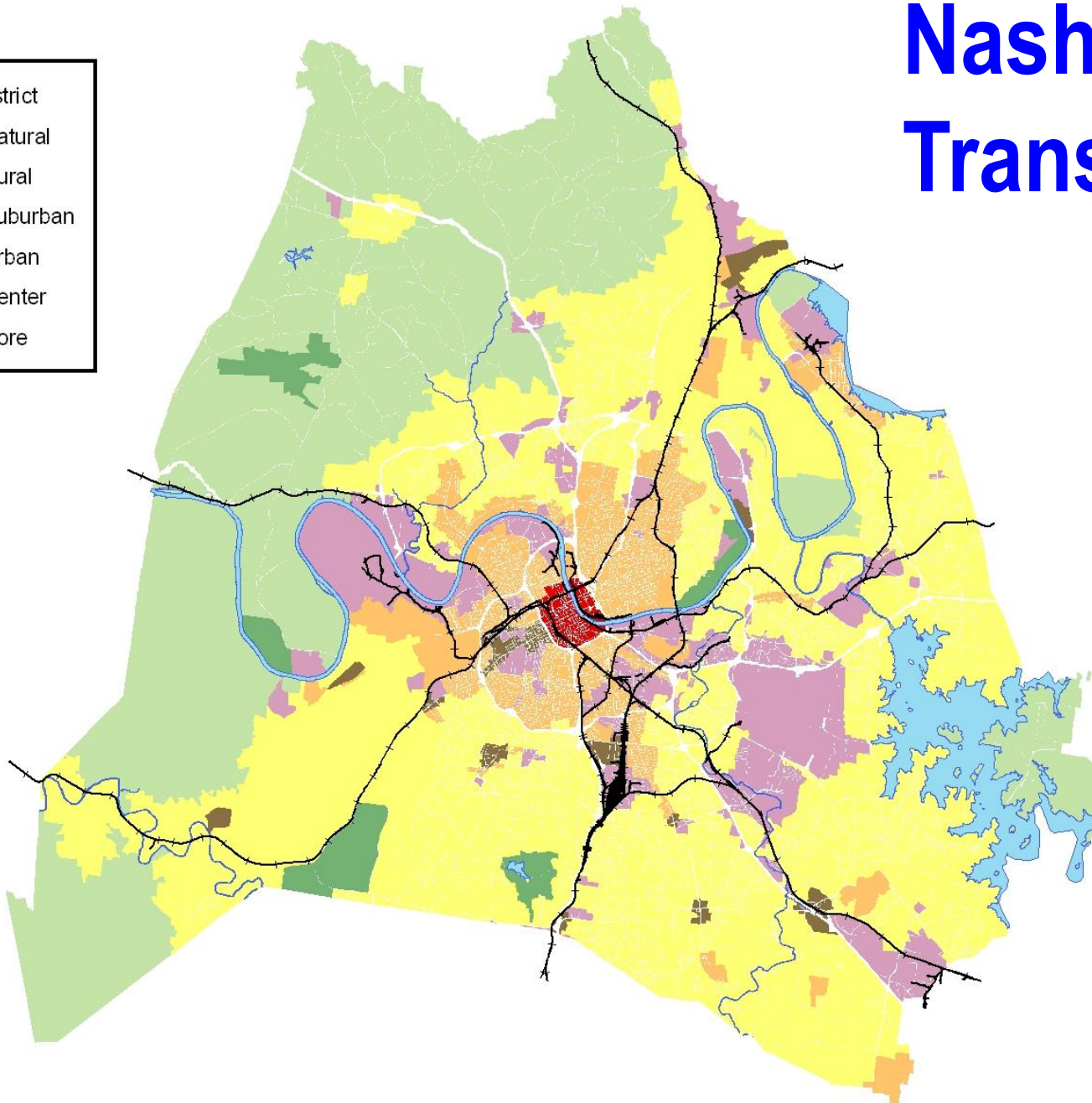
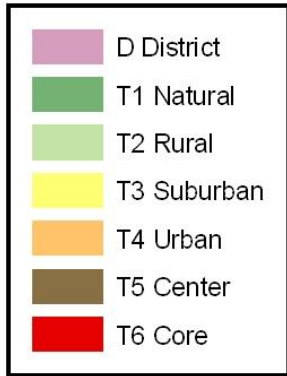
Robert F. Kennedy

The Community Transect

A way of **understanding** your community

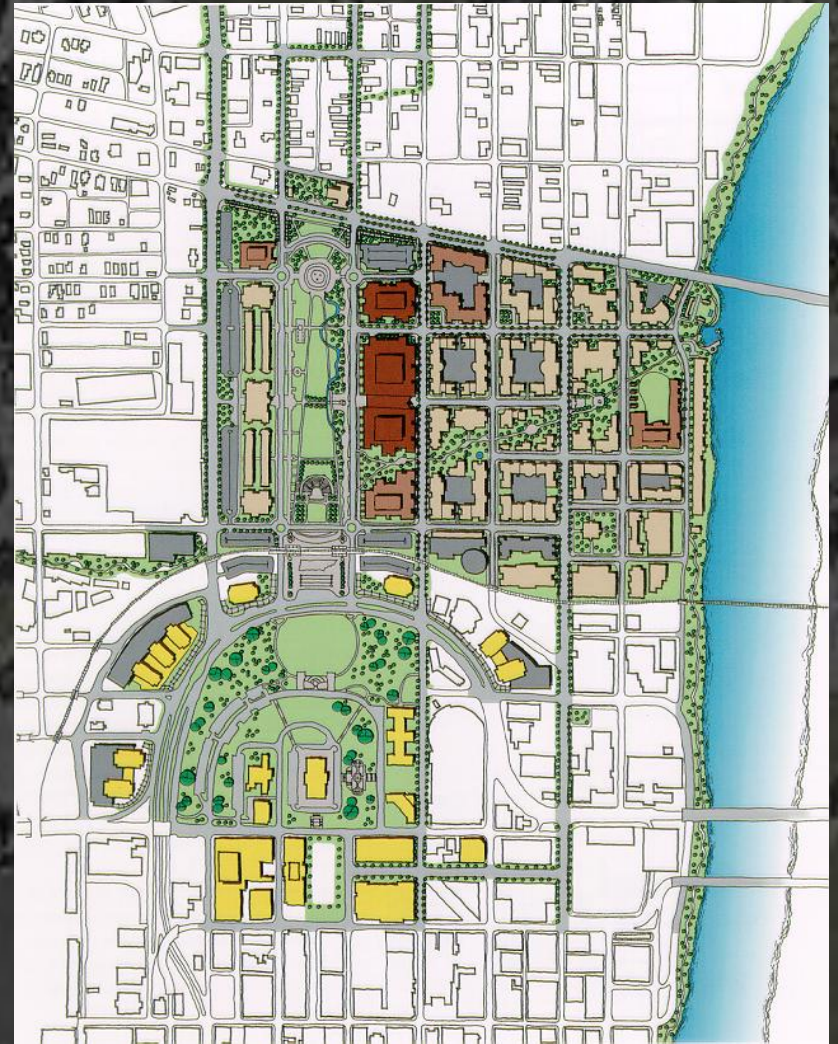


Nashville Transect



Ingredients of Form-Based Planning

Proactive planning-
the process must
seek **sustainable**
outcomes.



“The art of progress is to preserve order amid change, change amid order.”
--Alfred North Whitehead

Community planning approach



DRAFT Recommendations

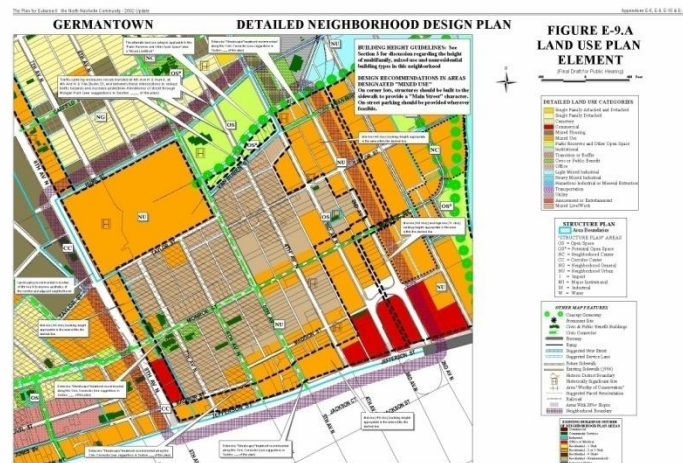
Subarea 6 Plan Update for the Bellevue Community



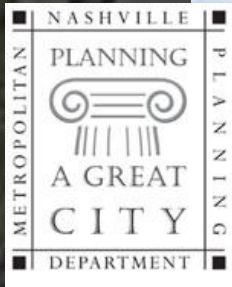
Rezoning for Commercial Use Requested by Property Owners for Parcels Filled in Red Color



Concept Drawing for Land Use Policy Proposed for Subarea 6 Update:
Area A: Neighborhood-Scale Commercial Limited to this Node and Existing
Commercially Zoned Property
Area B: Traditional Neighborhood Housing (single family)



Community Character Manual



the COMMUNITY CHARACTER MANUAL 2 0 0 8

T1 Natural



T2 Rural



T3 Suburban



T4 Urban



T5 Center



T6 Downtown



D District

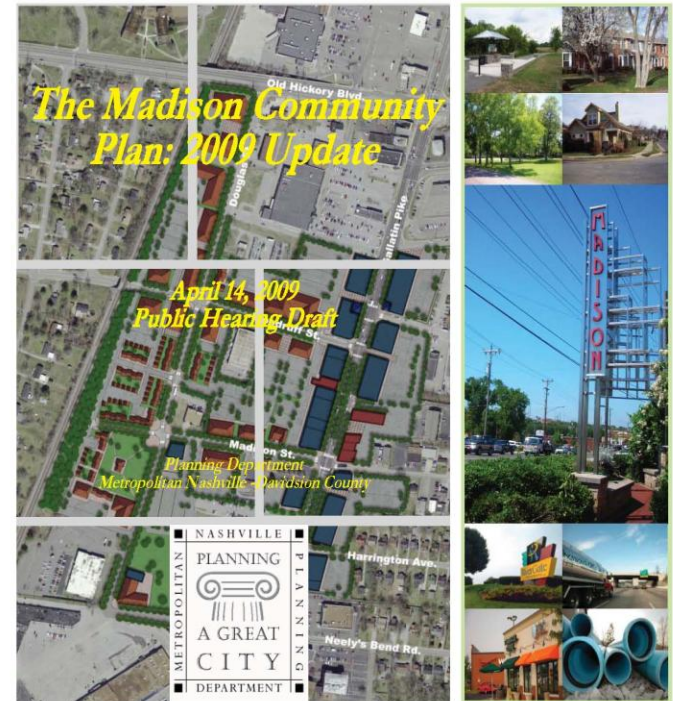


23 May 2008

Metropolitan Planning Department

Community Character Manual (CCM):

- Reference guide for *all* community plan policies
- Provide guidance for future zone change and subdivision requests



Why Community Character Policies?

To preserve, create and enhance
community character

Changes emphasis from *land use and density* to the *form and character*

Provides clear *design* guidance

CCM based on the Transect.....

Works well because of
existing diversity of
development and
community interest in
preserving diversity of
development



Neighborhood (T3)

Neighborhood (Suburban)

- Deeper setbacks
- Informal landscaping
- Shoulder and swale, likely no sidewalk
- Larger lots and smaller building footprint
- Moderate connectivity, often with curvilinear streets



Neighborhood (T4)

Neighborhood (Urban)

- Shallow setbacks
- Formal landscaping
- Curb and gutter with sidewalk
- Smaller lots and larger building footprint
- High connectivity with regular, shorter block lengths and complete grid



Each Transect Area has “Community Elements”

1. Open space/parks
2. Neighborhoods
3. Centers
4. Corridors



Character of varies by transect area. There are neighborhoods in rural, suburban, urban and core transect areas, but the character varies in each transect area due to different urban design standards.

Intent of Community Character Policies

- 
- Maintenance:** To maintain or improve existing areas through sustainable development practices and support compatible infill
- Evolving:** To create new areas of sustainable development in either greenfield or redevelopment sites

T-3

Introduction



Nashville/Davidson County as a significant amount of Suburban Transect. West Meade, Madison, Donelson, Crieve Hall, and Bellshire are classic examples of suburban areas with single-family homes on larger lots and civic and public benefit uses such as schools, churches, libraries etc. This classic suburban model features large lots; lot sizes that are generally larger than can be economically supported today. The classic suburban model featured a moderate degree of connectivity. Furthermore, these suburbs have provided housing affordability and a small degree of housing variety – primarily single-family homes punctuated with two-family structures and stand along multifamily structures. In the classic suburb, uses are separate: the suburban model was characterized by residential use with limited small-scale commercial uses typically found at the edges of neighborhoods along major roads. It is assumed that commercial will be accessed primarily by auto, although pedestrian connectivity within the commercial center is appropriate.



Newer suburban models (1980s to early 1990s), however, changed this development pattern in dramatic ways. This model was noteworthy for its concentrations of single building types – pods of intense multi-family structures isolated from single-family homes isolated as well from two-family structures – and lack of connectivity within and through the development.

The community character policies of the Suburban Transect return to the classic model of suburban development encouraging connectivity and enhancing development with an integrated mix of housing types. It is assumed that residential and commercial/office uses will still generally be separate in the Suburban Transect, although mixed-use development may be appropriate in suburban commercial centers.

Given that a variety of building types thoughtfully interspersed is encouraged, residential densities will vary. Single family densities will range from less than three dwelling units per acre in many of the classic suburban neighborhoods to up to six dwelling units per acre in emerging suburban neighborhoods. Higher density single-family homes will be expected to utilize alternate development models including different building types such as townhomes with alley systems. Multi-family densities will vary and may as high as twenty units per acre. Higher density multi-family housing will be expected to utilize alternative development models including different building types such as manor/mansion homes and use alley systems or otherwise screen parking.

The need for neighborhood parks is reduced because larger yards are used to internalize park activities into private yards. Open space is typically limited to larger, regional parks with ballfields or open space provided with schools or libraries. Open space is generally accessed via automobile.

While the 1980s model of suburban development featured minimal connectivity, recent suburban development has returned to the classic

Introduction: Explains the Transect Category and its characteristics



Urban Open Space



Urban Neighborhood Evolving



Urban Neighborhood Evolving



Urban Neighborhood Center

Figure Grounds:
Visually explain
the Transect
Category and its
characteristics –
relationship of
structures to
open space and
streets

Urban Transect

T-3

Center

Suburban Neighborhood Center



Policy Intent

Create, and enhance centers that are compatible with existing and new suburban neighborhoods in terms of land uses, customer service area, scale, site design, and connectivity.

General Characteristics

Suburban Neighborhood Centers are generally autocentric in nature with a mixture of uses including commercial, office, residential and civic/public benefit uses. Suburban Neighborhood Centers are located in areas where it serves the daily convenience needs of the surrounding community, generally those neighborhoods within a five-minute drive. They are generally located near major arterials, however, some Suburban Neighborhood Centers may be located near major intersections within the suburban neighborhood.

Suburban Neighborhood Centers should transition into integrated, mixed use centers over time. To do so, they should develop as a compact arrangement of development and should not develop in the fashion of strip commercial. To prevent "stripping", geographic expansion of Suburban Neighborhood Center policy is discouraged. The boundaries of Suburban Neighborhood Center policy are determined during the Community Plan process. Natural features or transitional uses should be used to provide firm edges to Suburban Neighborhood Centers.

Accessibility to and within the Suburban Neighborhood Center is essential to its success. Accessibility to the Suburban Neighborhood Center should be provided by arterials, collectors and local streets within suburban neighborhoods. Ideally, Suburban Neighborhood Centers should be located at intersections rather than in mid-block areas.

Adequate parking is available. Parking may be provided in the form of teaser parking, with one row of parking in front of the building, and the remaining parking behind or beside the structure. More than one row of parking is not generally allowed in front of the structure. Shared parking areas, cross access and well-marked pedestrian crosswalks are required to allow customers to park once and visit multiple destinations and minimize auto/pedestrian conflict points.

Suburban Neighborhood Centers should be served by mass transit service.

Development within Suburban Neighborhood Center will be reviewed for conformance with the relevant Community Plan and, if applicable, any Detailed Neighborhood Design Plans or Metropolitan Housing and Development Agency redevelopment districts for the area.

Application

Suburban Neighborhood Center policy is applied in two situations. First, it is applied to areas where there is a clustering of mixed uses located at the intersection of main thoroughfares. Second, it is applied

Intent

Characteristics

How to apply
the policy

to planned new centers which may be located at main intersections within suburban neighborhoods. In areas of redevelopment or new development, Suburban Neighborhood Centers should allow for denser, walk able centers that are less reliant on the automobile. This policy is intended to serve just the surrounding neighborhoods, roughly within a five-minute drive. This dictates that the size of the area to which this policy is applied will be smaller. The exact size will be based on existing conditions in both the built and natural environment and determined in the Community Plan Update process or the Detailed Neighborhood Design Plan process. The size and location of Suburban Neighborhood Center policy should be considered so that it will not intrude into surrounding residential uses.

Appropriate Land Uses

- Civic or public benefit (post office, fire stations, police stations, schools, etc.)
- Office
- Commercial
- Mixed Use (may include residential)

Design Principles

Access - Access should be provided from an arterial, collector or local street by a maximum of two entrances per development. Shared ingress, egress and parking are encouraged to cut down on huge expanses of impervious surface and multiple curb cuts. Cross access between multiple developments within a center is required. Coordinated access and circulation is essential in creating a center that functions as a whole instead of as separate individual building sites.

Building Placement (Scale, Mass, Orientation) - Buildings in the Suburban Neighborhood Center should be typically one to two stories, not exceeding three stories. The primary entrance should be oriented to the street. Setbacks may be deep enough to allow a single row of teaser parking in front of the structure. Buildings should be massed and scaled to complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

Connectivity (Automobile, Mass Transit) - Entrances to the center should align with existing entrances and intersections of surrounding developments and neighborhoods, and access management best practices should be applied. Cross access is required. Mass transit is provided, but is not predominate in suburban areas. When provided, it should be located near easily accessed areas of the Suburban Neighborhood Center, such as major entrances, and coordinated with bike lanes and routes and sidewalks.

Connectivity (Pedestrian) - Pedestrian connectivity within the Suburban Neighborhood Center and with adjacent residential development is required. Cross access is encouraged internal to the

Detailed CCP

- Com
- TB
- MLW
- MxU
- O
- CPB

Zoning Districts

- MUN
- CL
- ON
- OL
- SCN
- SP

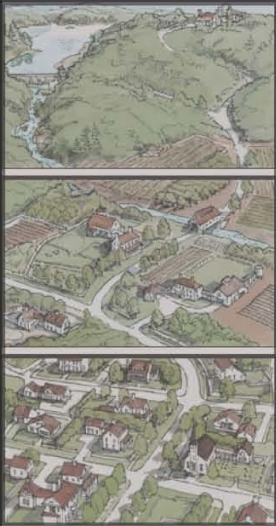


Appropriate Land Uses

Design Principles

Appropriate zoning districts.

Community Character Manual Structure

Transect Category +
Community Element +
Community Character Policy =
COMMUNITY CHARACTER

Transect	Elements	Intent	Policy
   T4	Open space/ parks	Preserve & Enhance	T4 Urban Open Space
	Neighborhoods	Preserve	T4 Urban Neighborhood Maintenance
		Create & Enhance	T4 Urban Neighborhood Evolving
		Create & Enhance	T4 Urban Mixed Use Neighborhood
	Centers	Preserve, Create, & Enhance	T4 Urban Neighborhood Center
		Enhance	T4 Urban Community Center
	Corridors	Preserve, Create, & Enhance	T4 Urban Residential Corridor
		Enhance	T4 Urban Mixed Use Corridor




T4 Neighborhood M



T4 Neighborhood E



T4 Community Center



Typical Design Principles

ROW 8.9n



Access



Building Placement



Building Placement



Connectivity (Pedestrian)



Density / Intensity



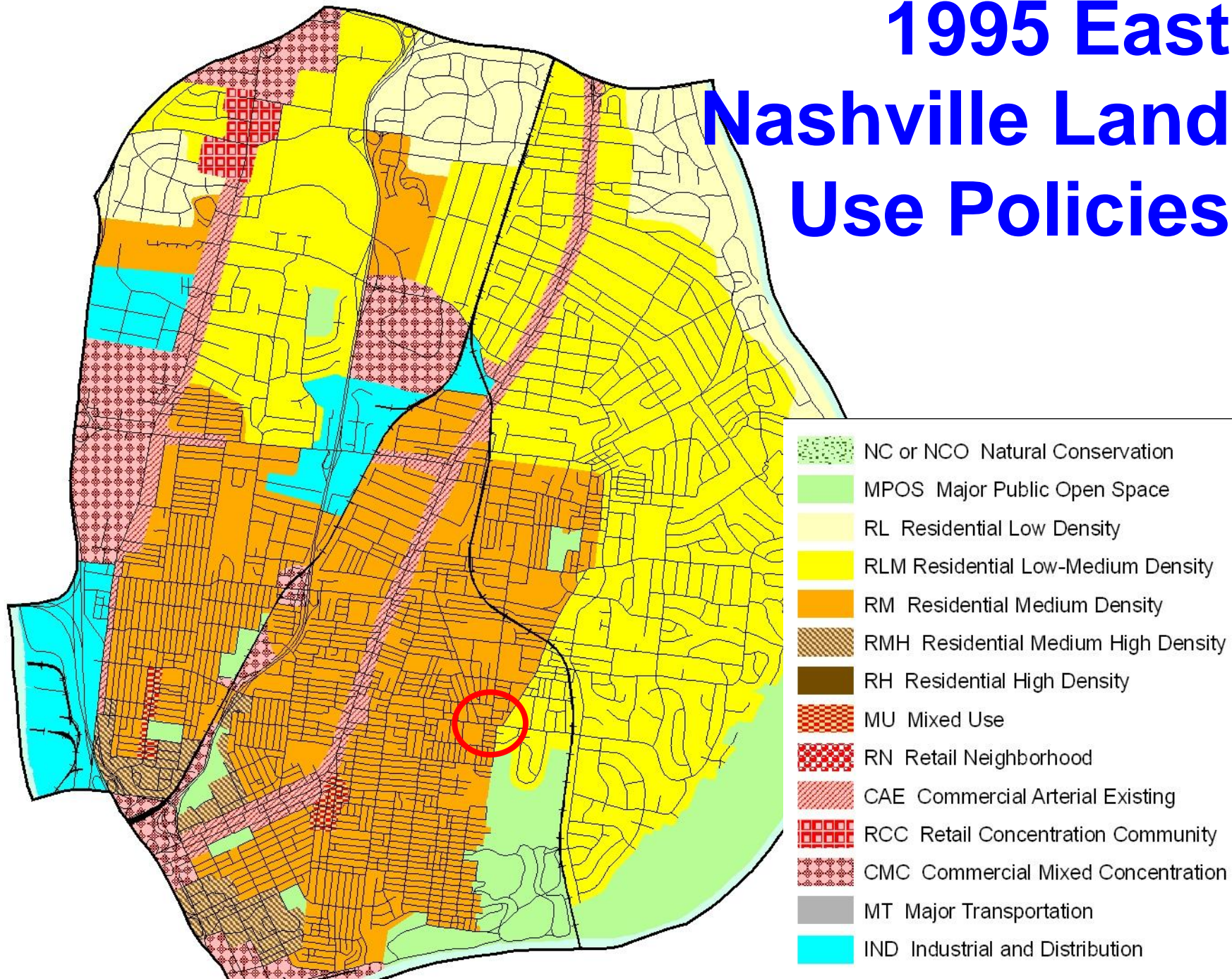
Landscaping and Buffering

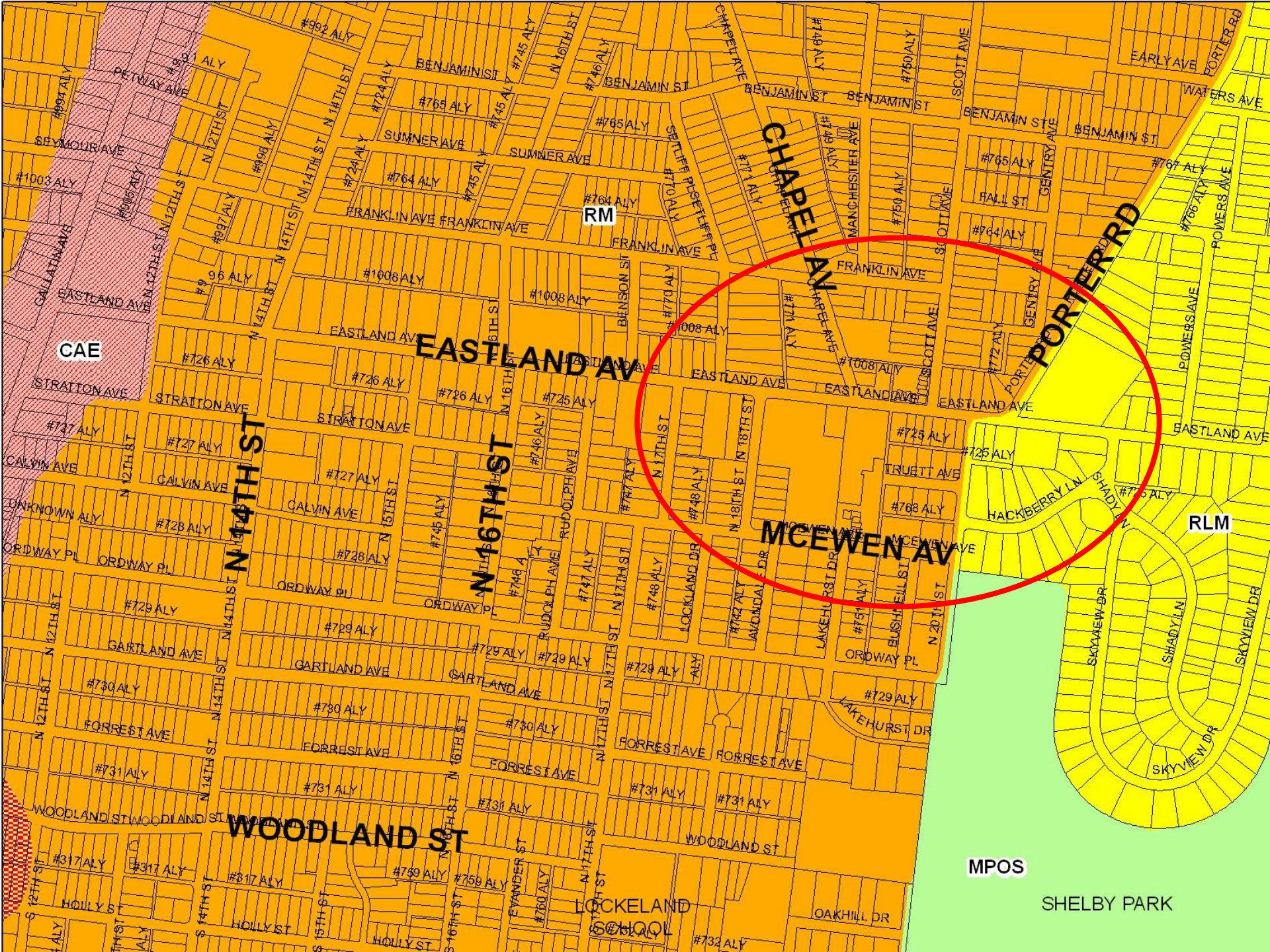


Signage



1995 East Nashville Land Use Policies





CAE

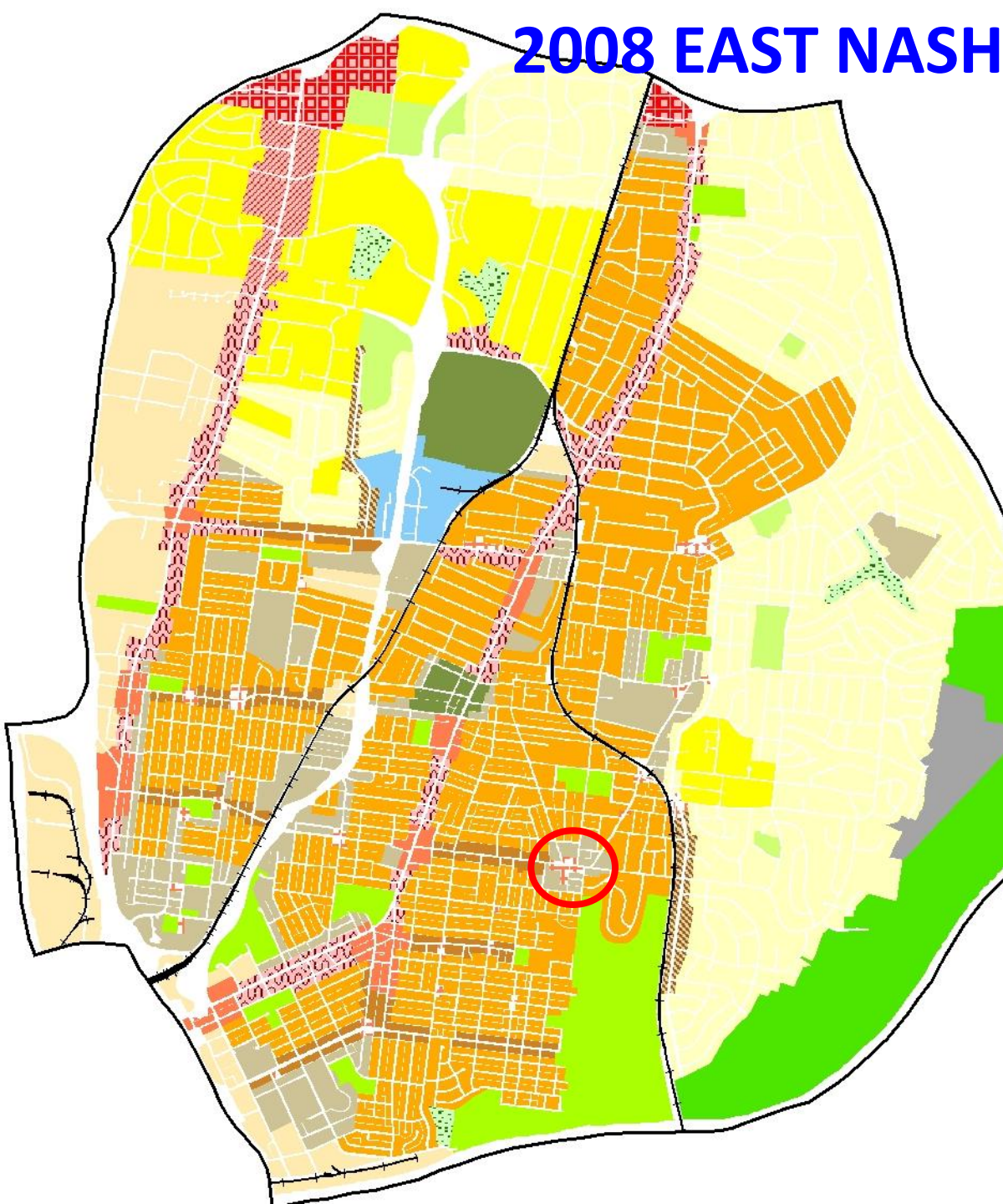
RM

RLM























MPOS

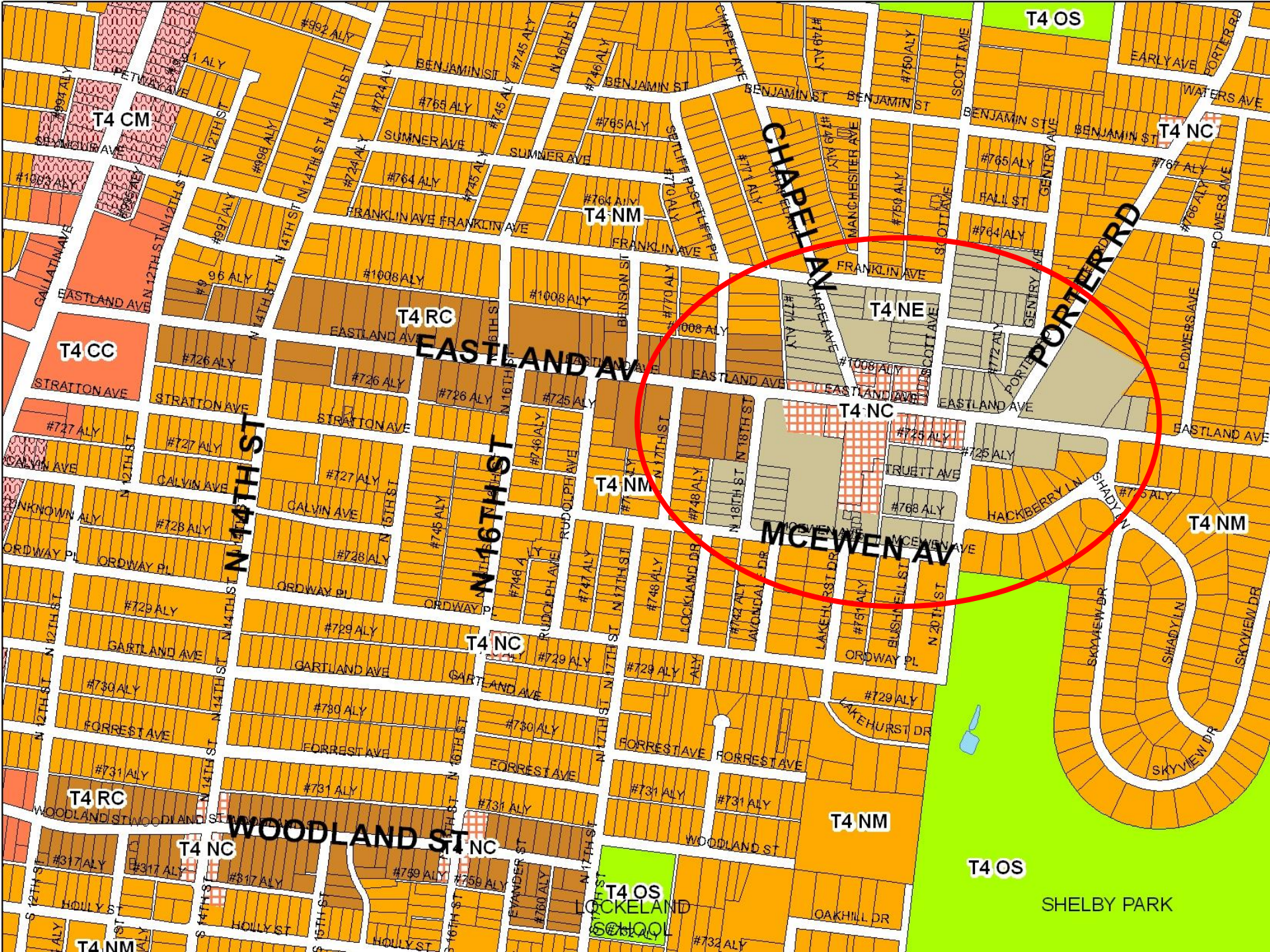
SHELBY PARK

2008 EAST NASHVILLE COMMUNITY CHARACTER PLAN



Community Character Policies

-  NCO Natural Conservation
-  T1 OS Natural Open Space
-  T3 OS Suburban Open Space
-  T3 NM Suburban Neighborhood Maintenance
-  T3 NE Suburban Neighborhood Evolving
-  T3 RC Suburban Residential Corridor
-  T3 NC Suburban Neighborhood Center
-  T3 CC Suburban Community Center
-  T3 CM Suburban Mixed Use Corridor
-  T4 OS Urban Open Space
-  T4 NM Urban Neighborhood Maintenance
-  T4 NE Urban Neighborhood Evolving
-  T4 RC Urban Residential Corridor
-  T4 MN Urban Mixed Use Neighborhood
-  T4 NC Urban Neighborhood Center
-  T4 CC Urban Community Center
-  T4 CM Urban Mixed Use Corridor
-  D OC District Office Concentration
-  D MI District Major Institutional
-  D MB District Mixed Business
-  D IN District Industrial
-  D I District Impact





Nashville, TN T4 – Neighborhood Center 2006



PORTLAND BREW COFFEE

PORTLAND BREW COFFEE
taste of the northwest

NO PARKING
ANY TIME
ONLY

SCOTT
EASTLAND



PUT YOUR
RESTAURANT
HERE
568-6102

Ingredients of Form-Based Planning

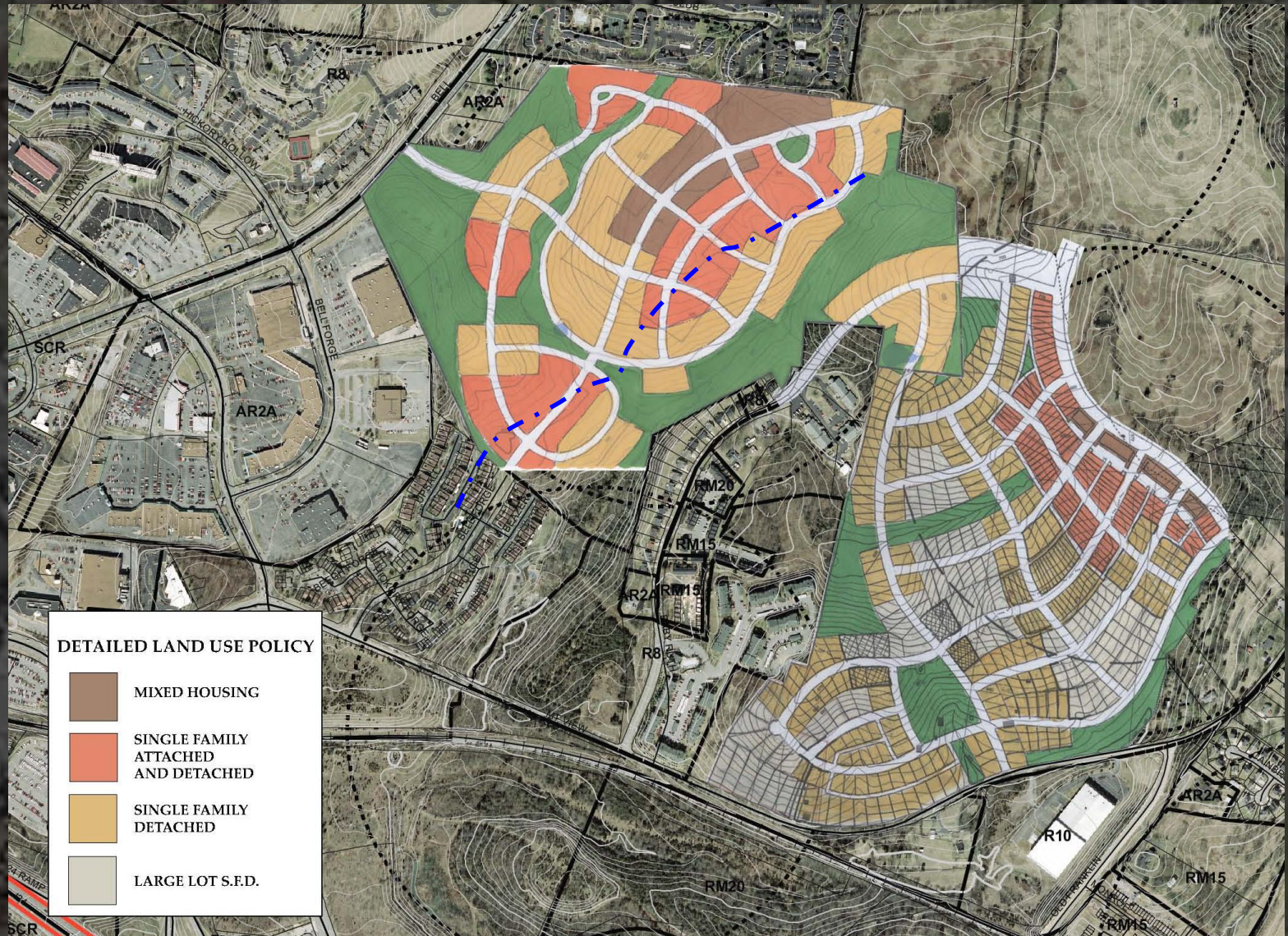
Make it **easy**
to do
the right thing.



**“Never doubt that a small group of committed citizens can change the world;
indeed, it is the only thing that ever has.”**

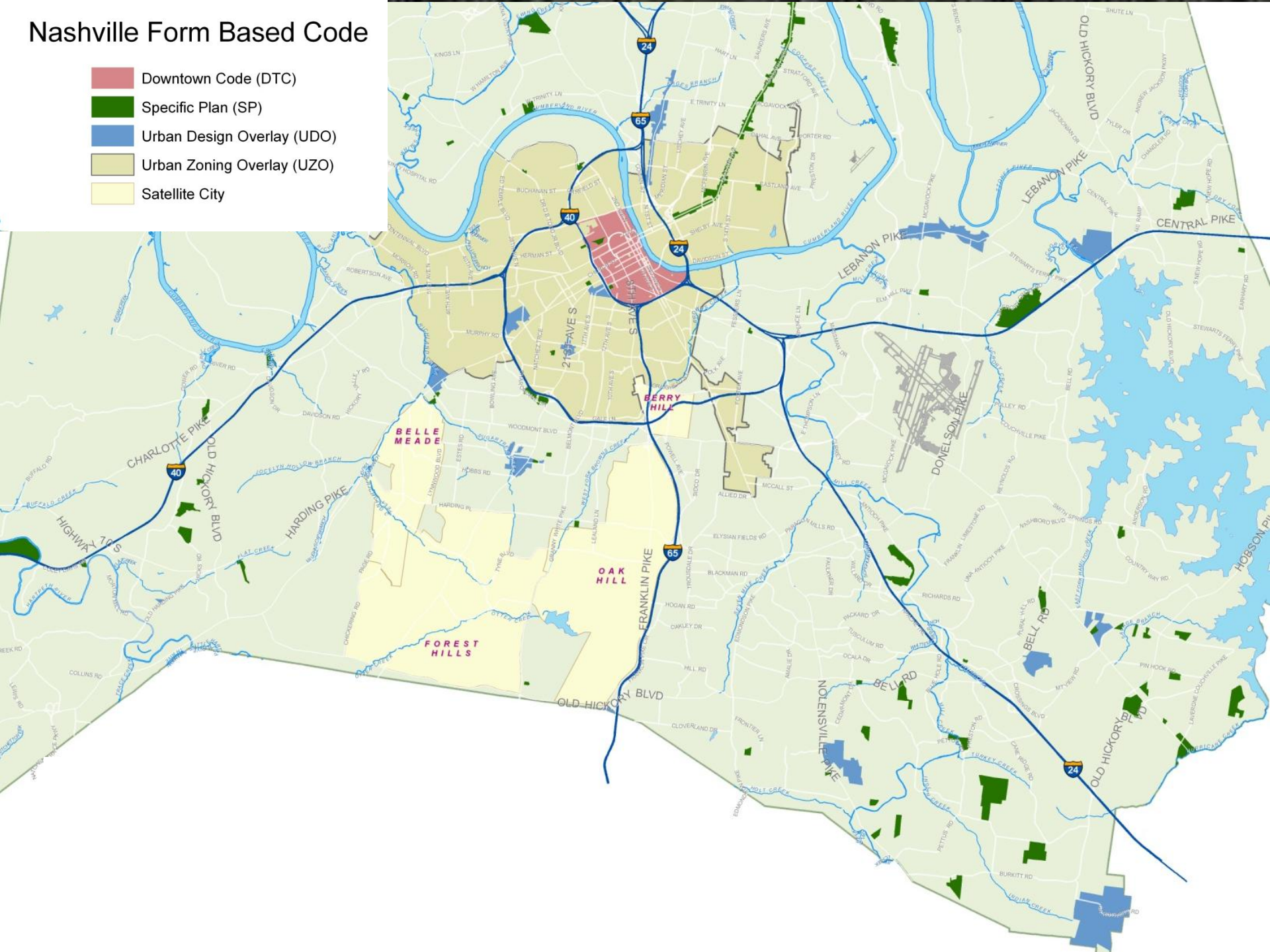
--Margaret Mead

Take it to the next step

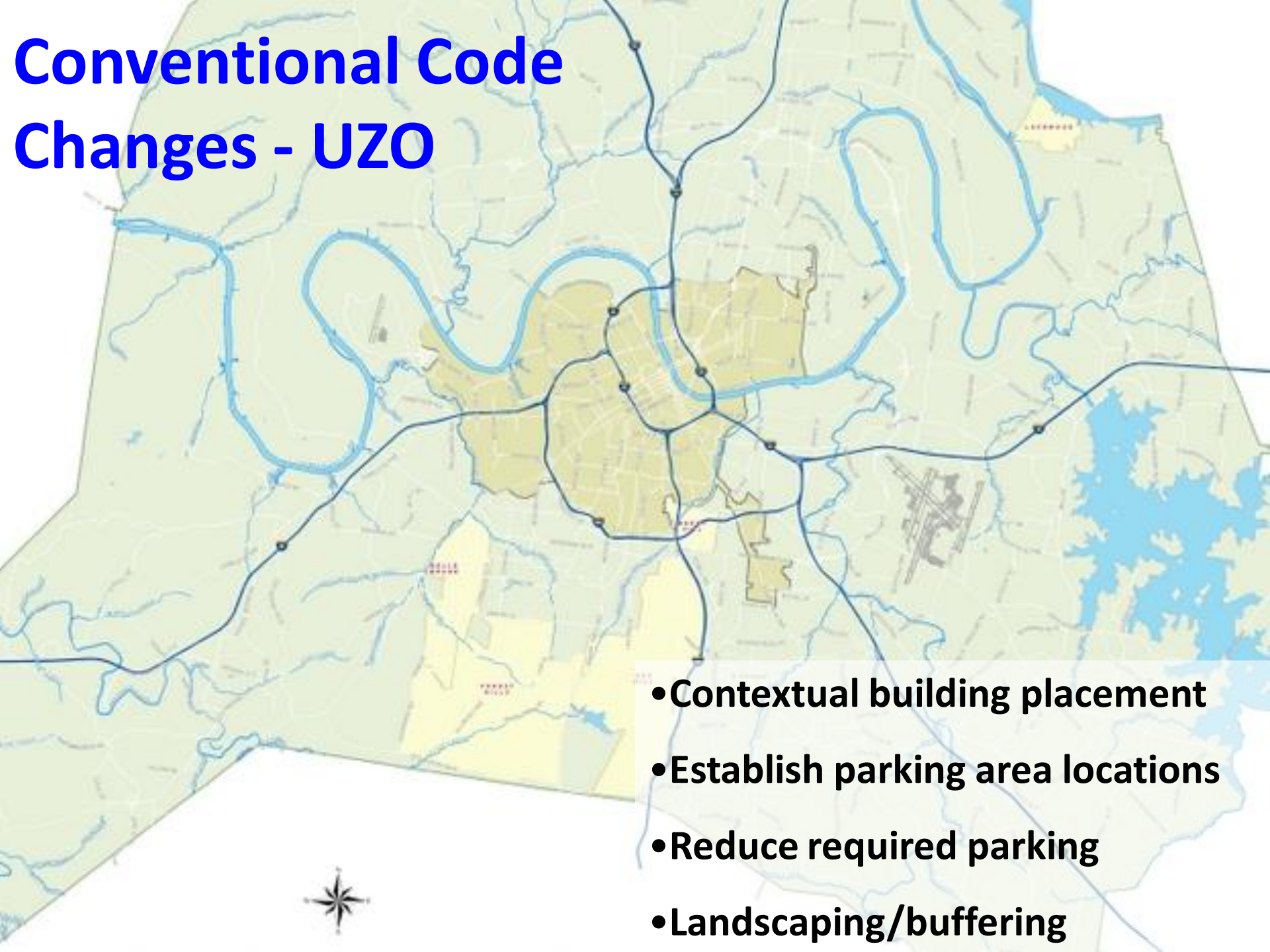


Nashville Form Based Code

- Downtown Code (DTC)
- Specific Plan (SP)
- Urban Design Overlay (UDO)
- Urban Zoning Overlay (UZO)
- Satellite City

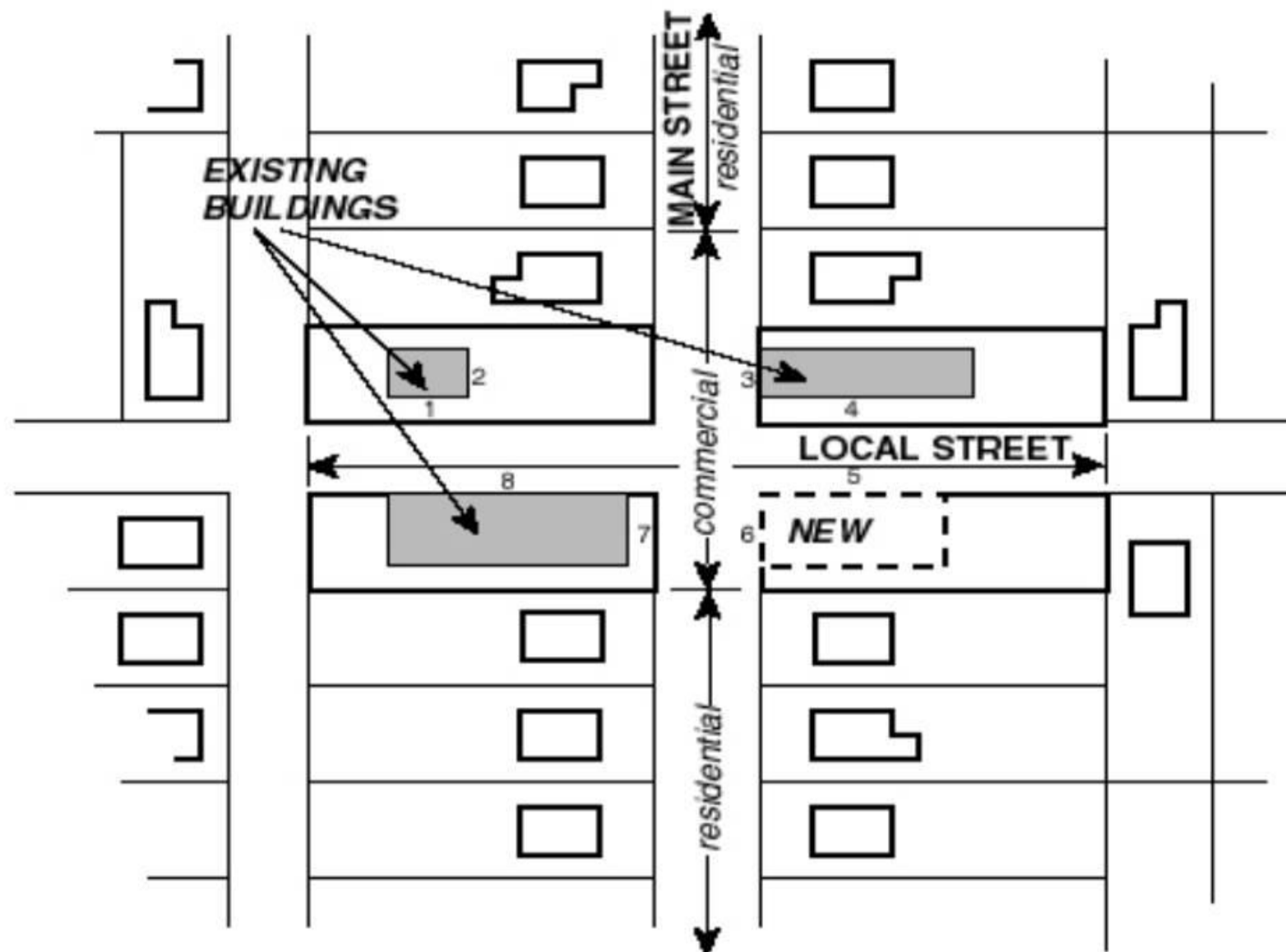


Conventional Code Changes - UZO



- Contextual building placement
- Establish parking area locations
- Reduce required parking
- Landscaping/buffering

Figure 17.12.035.A.4
Contextual Street Setbacks Within the UZO: Corner Lots Provision



In this illustration, the fronting street for facades 1, 4, 5, and 8 is the local street.
 The fronting street for facades 2, 3, 6, and 7 is the main street.

UZO Infill



UZO Infill





UZO Infill

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UZO Infill



UZO Infill





Redevelopment – UZO - Gulch

Preserve existing character - Mandatory

Hillsboro Village:
new development
reflects **existing** development

Hillsboro Village Design Guidelines

Exhibit 2 to Ordinance No. 009 - 1612 as Adopted May 18, 1999



Prepared for the Nashville/Davidson County Metropolitan Planning Commission
Nashville, Tennessee





The inviting storefronts, comfortable pedestrian environment, and design cohesiveness in the commercial core have contributed to the recent popularity of the Village.



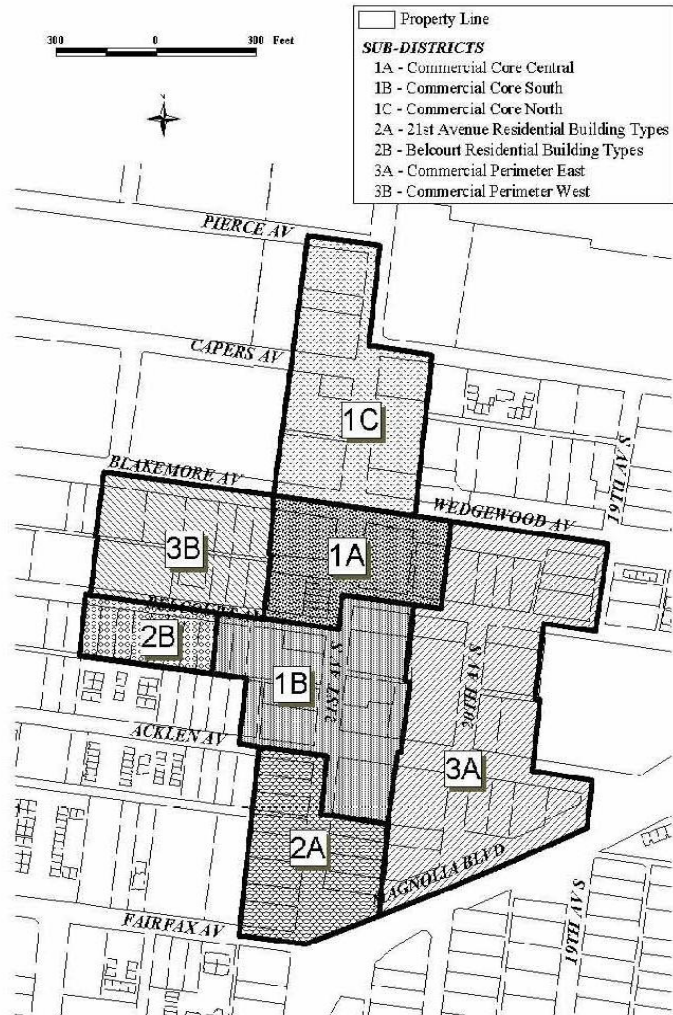
The residential buildings along the south side of Belcourt Avenue constitute a distinct and cohesive design character which contrasts with the north side of the street.



Now used primarily as offices, the residential buildings along 21st Avenue have maintained their architectural character.



A wide variety of building types and designs characterize the commercial perimeter areas.



SUB-DISTRICTS

Due to the diversity in Hillsboro Village, the area has been divided into seven sub-districts. Sub-districts are based upon original and surviving building types and development character, rather than present uses. Where appropriate, specific design standards have been developed for each.

1A (Commercial Core: Central)

This area, located in the heart of the Village, is targeted for design standards that preserve the existing character. The permitted scale of development distinguishes this sub-district from Sub-district 1B.

1B (Commercial Core: South)

Sub-district 1B is located in the heart of the Village, and the existing character is to be preserved. The one and two story buildings in this area serve as a transition between Sub-district 1A and the residential-scale area to the south.

1C (Commercial Core: North)

Located north of Blakemore/Wedgewood Avenue along 21st Avenue, Sub-district 1C lacks the distinct development character present in Sub-districts 1A and 1B. However, future development should be similar in character to the heart of the Village.

2A (21st Avenue Residential Building Type)

This sub-district includes the properties with frontage along 21st Avenue from Acklen Avenue to Fairfax Avenue. Pre-WWII residences are the predominant building type along this section of 21st Avenue.

2B (Belcourt Residential Building Type)

This sub-district includes properties with frontage on the south side of Belcourt Avenue, west of 21st Avenue. This area functions as offices and residences in one and two story, residential structures.

3A (Commercial Perimeter: East)

While commercial structures are the predominant building type in Sub-district 3A, there is no cohesiveness to building design. This area is a restaurant and service area supporting the businesses in the heart of the Village. Parking structures are encouraged to locate in this sub-district.

3B (Commercial Perimeter: West)

This area is considered a transition from the main part of the Village to an adjacent area zoned for office uses.

Hillsboro Village Design Guidelines

Nashville/Davidson County Metropolitan Planning Commission

Nashville, Tennessee

02.12.99

Sheet 4 of 11

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Ø Inappropriate



Although architecturally compatible with the Village in many ways, the 4-story scale of this building is inappropriate.



Box-like buildings having long uninterrupted facades with few window openings and recesses/projections fail to achieve a human scale and visual relief.



Deep highway strip building setbacks which use parking lots to detach buildings from their streets are inappropriate for older commercial areas.

✓ Appropriate



Buildings in Sub-districts 1A and 1C shall not exceed 3 stories in height.



This central building has used pilasters and the shape of the parapet wall to divide a single facade into three vertically-oriented distinct bays which keep it in scale with neighboring buildings.



Within the commercial core of Hillsboro Village, buildings should frame the street and create an "outdoor room", which makes people feel comfortable and encourages pedestrian activity.



To maintain existing character, the height of new buildings in Sub-districts 1B, 2A and 2B should be capped below 3 stories.



Within those portions of the Village featuring residential buildings, a maximum building width requirement will be the key massing control.



Although now used for offices, the Sub-district 2A portion of 21st Avenue was originally developed with homes, and future development here must respect the established building setbacks.

BUILDINGS: Height, Massing & Setback

Height

- Sub-districts 1A & 1C: The building height shall not exceed 3 stories and 45 ft. (including the parapet wall).
- Sub-district 1B: The building height shall not exceed 2 stories and 35 ft. (including the parapet wall).
- The minimum height of the first floor shall be 14 ft. in 1A, 1B, and 1C (measured floor to floor).
- Sub-district 2A & 2B: Building height shall not exceed 27 ft. at the eave line and 40 ft. at the roof peak.
- Sub-district 3A & 3B: Building height shall not exceed 3 stories and 45 ft. (including the parapet wall) at the front building wall. Additional building height shall not exceed a height control plane of 2V: 1H measured from the front building wall (See Appendix Section A).

Massing

- Long, uninterrupted facades shall be avoided.
- Sub-districts 1A & 1B: A minimum of 50% of the building wall shall be built to the build-to line (See Appendix Section A for exceptions). No uninterrupted front facade plane shall extend more than 25 ft. Pilasters, variations in the roof line or parapet wall, or building wall recesses shall be used to break up the mass of a single building into distinct bays no wider than 25 ft. Variations in materials and colors can also help achieve this massing standard. The length of the street wall for all buildings shall be 100% of the lot frontage along 21st Avenue.
- Sub-District 1C, 2A, 2B, 3A, and 3B: At least 50% of the building wall shall be built to the build-to line (See Appendix Section A for exceptions).

Build-To Lines

- Sub-district 1A & 1B: street line
- Sub-district 1C: street line along 21st Avenue and along intersecting streets for corner lots with frontage along 21st Avenue.
- Sub-district 2A: 75 ft. from center of 21st Avenue. Side - 5 ft. min.; Rear - 20 ft. min.
- Sub-district 2B: 45 ft. from the center line of Belcourt Avenue. Side - 5 ft. min.; Rear - 20 ft. min.
- Sub-district 3A & 3B: minimum of 0 ft. and maximum of 10 ft. from street line

Hillsboro Village Design Guidelines

Nashville/Davidson County Metropolitan Planning Commission

Nashville, Tennessee

02.12.99

Sheet 6 of 11

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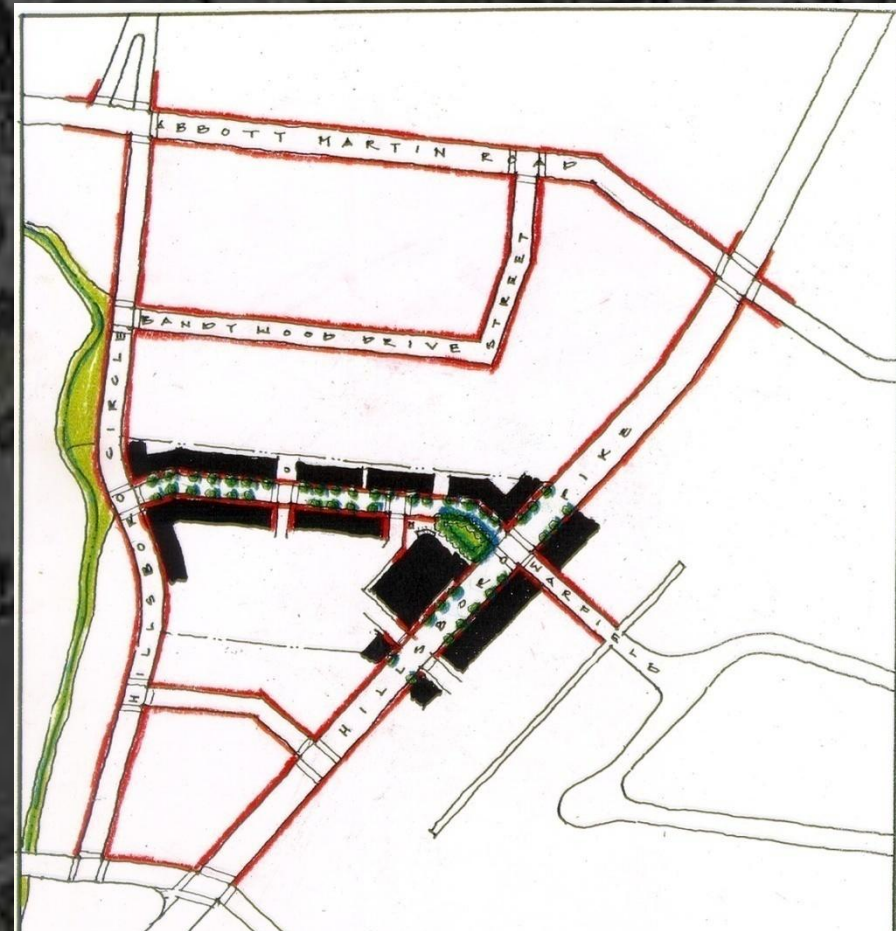
Suburban Redevelopment - Optional

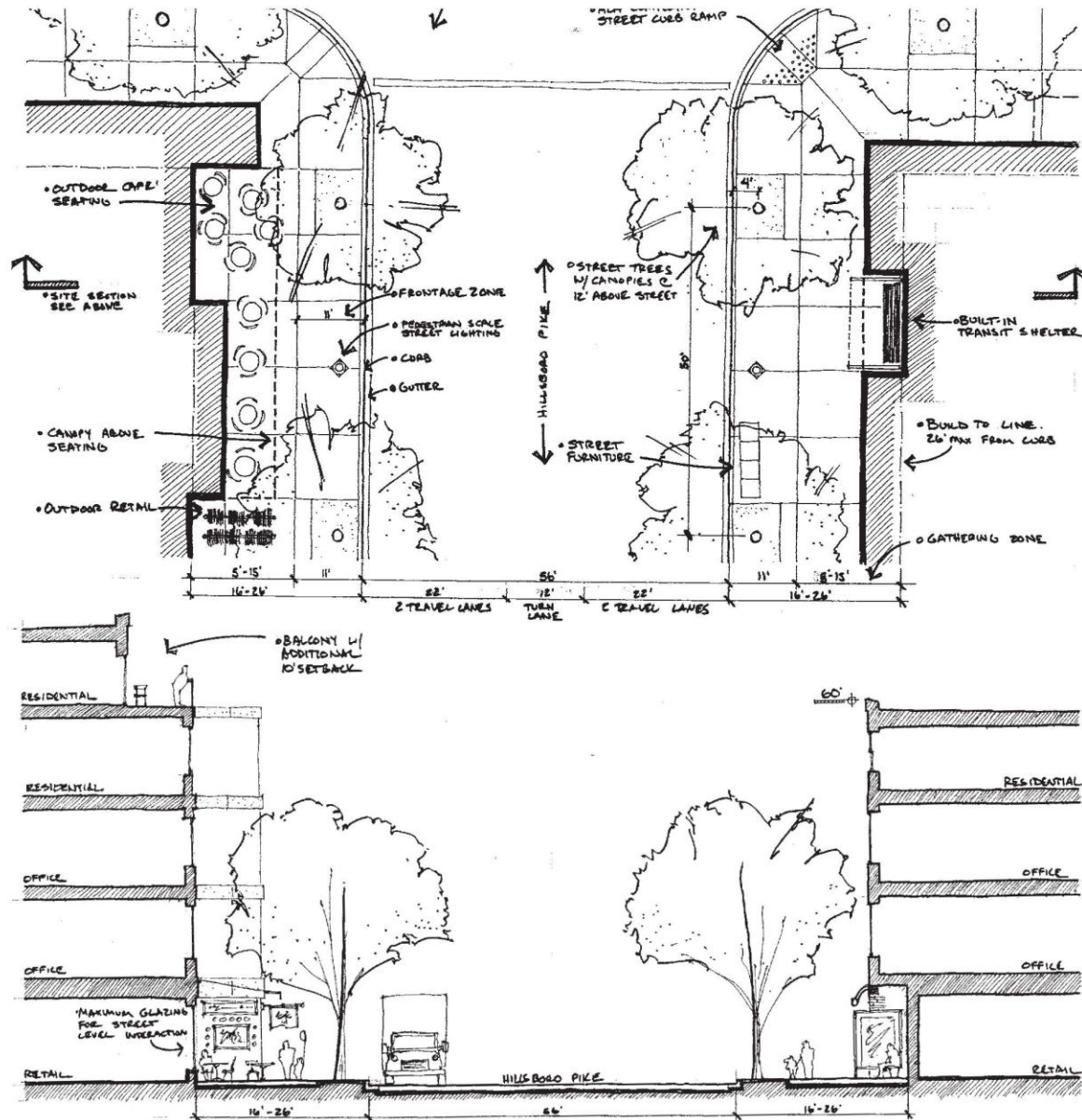
enhances street **connectivity**

encourages **mixed-use buildings** close to the street

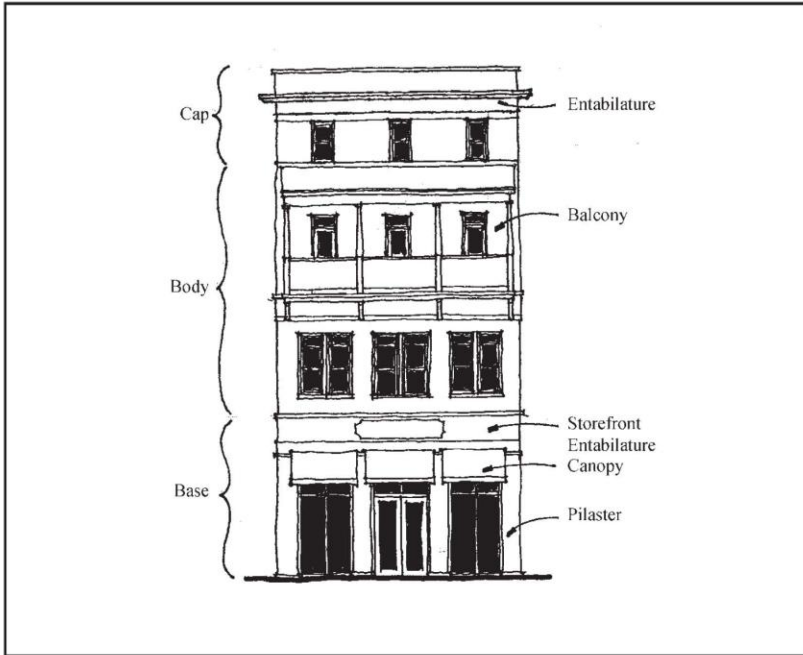
encourages **public open space** as a focal point and gathering place

creates **pedestrian-friendly streetscapes**





The plan and section above illustrate the four story scenario street section in the urban village concept. Buildings close to the street create a pedestrian oriented "outdoor room." Trees and/or human scaled street lighting can enhance the pedestrian environment. The "frontage zone" is defined as the distance from face of curb to the property line. Buildings along Hillsboro Pike may be set back an additional 5' to 15' from the frontage zone.



Elevation Segments



Window Orientation and Proportion



Representative street elevation that illustrates the concepts of the urban village. Buildings are encouraged to vary their appearance to introduce variety while adhering to basic requirements such as maximum height, minimum first floor height, and placement. Buildings on corners are encouraged to enhance their position with elements, such as the tower to the right, that mark the street corner and the corner of the building. Where breaks in building wall occur, landscaping and screening should be introduced to enhance the pedestrian experience along these voids in the street wall.





Hill Center



Hill Center



Bedford Avenue



BEDFORD AVENUE

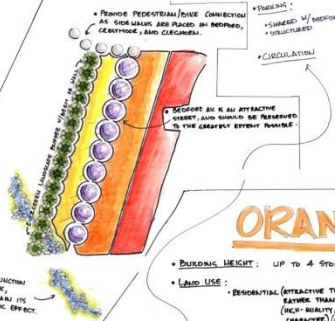
URBAN DESIGN OVERLAY
Metropolitan Planning
Department 25 March 2003

CONSOLIDATED RED

- BUILDING HEIGHT: UP TO 6 STORIES
- LAND USE:
 - OFFICE (NO CATEGORY RE-SIGHT)
 - RETAIL AND MIXED USE
 - BUILDING FOOTPRINTS
 - PULLED UP TO STREET
 - LARGER FOOTPRINTS

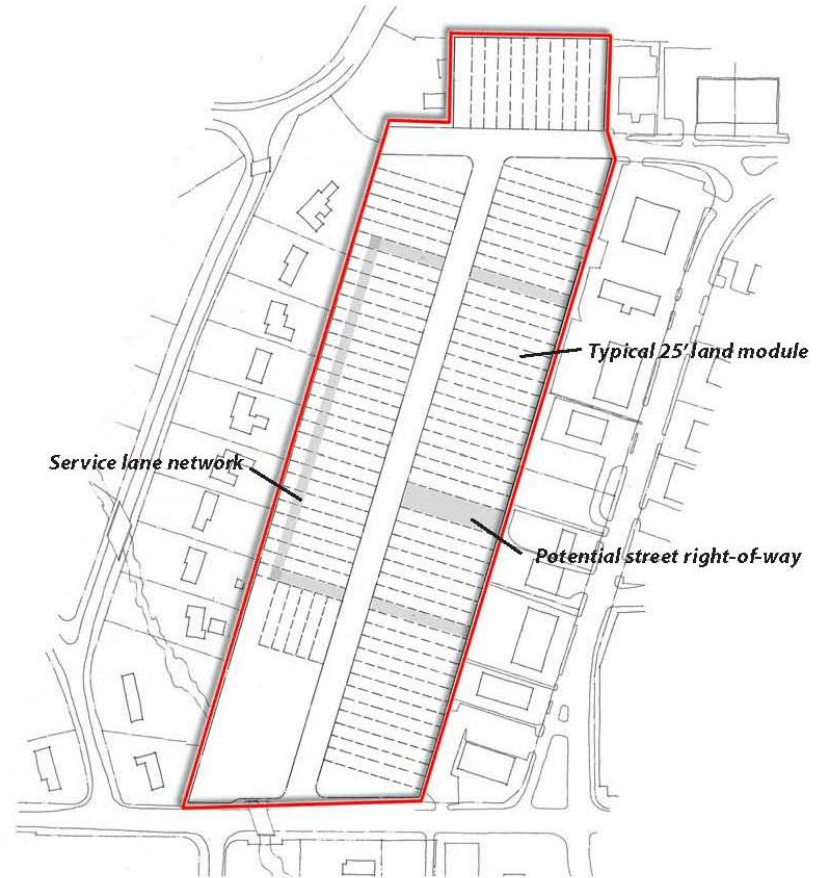
YELLOW

- BUILDING HEIGHT: UP TO 2 STORIES
- LAND USE:
 - RESIDENTIAL (ATTRACTIVE TO BUYERS, RATHER THAN RENTERS) (HIGH QUALITY, TRADITIONAL CHARACTER)
 - OPEN SPACE
 - VERY LIGHT OFFICE
- BUILDING PLACEMENT:
 - BUILDINGS PULLED UP TO STREET
 - SHALLER BUILDING FOOTPRINTS
- PARKING:
 - PARKING TO BEHIND BUILDINGS
 - CONFINED LIGHT AND LIGHT OFFICE
 - SCREEN CONC. CONC. FROM PARKING (DECK)
- CIRCULATION:
 - PROVIDE AN ADDITIONAL CONNECTION FROM BEDFORD TO COLUMBIA (THAT WOULD BE A TRAIL OR PATHWAY) (DECK OR TRAIL)
 - ELIMINATE REDUNDANT/REPEATING INTERSECTION AT TRINITY (COLUMBIA) & TRINITY (COLUMBIA) & TRINITY (COLUMBIA)

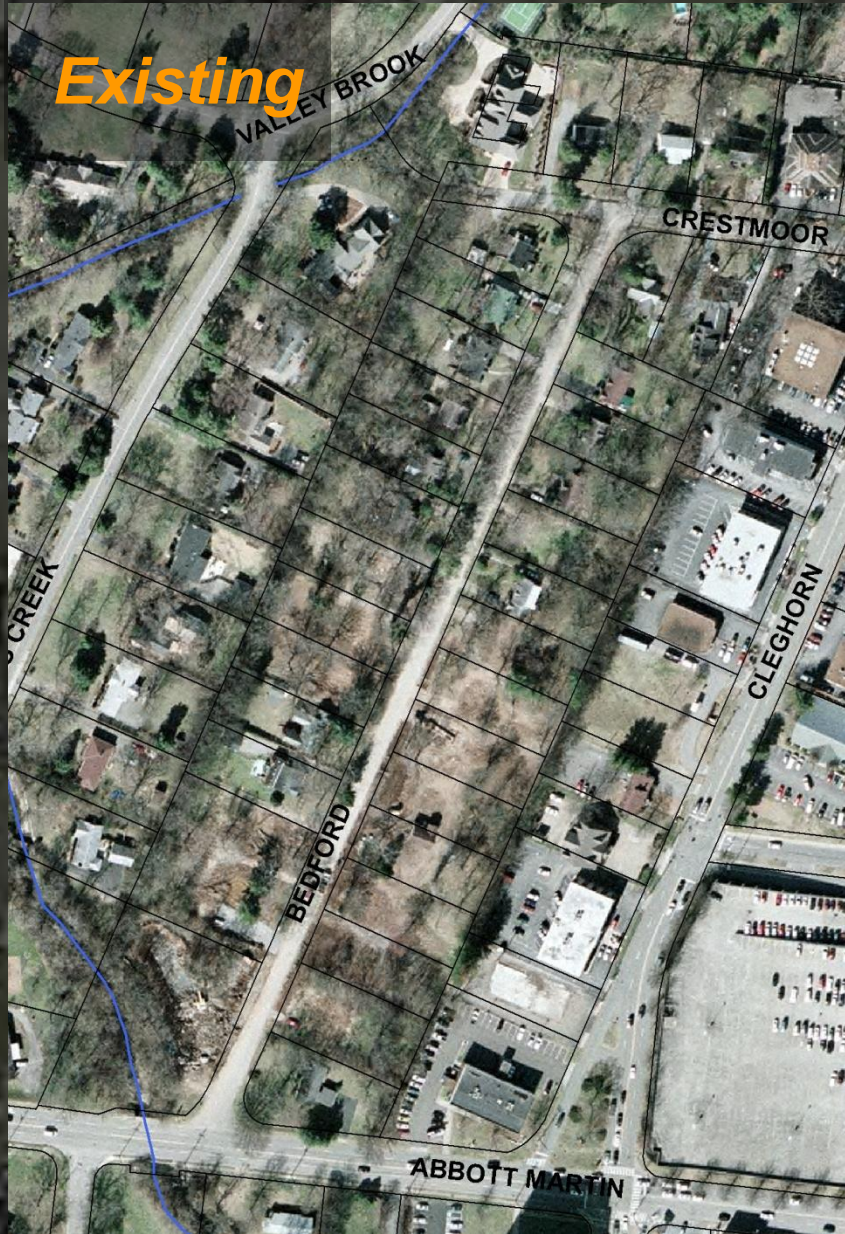


ORANGE

- BUILDING HEIGHT: UP TO 4 STORIES
- LAND USE:
 - RESIDENTIAL (ATTRACTIVE TO BUYERS, RATHER THAN RENTERS) (HIGH QUALITY, TRADITIONAL CHARACTER) (ADULTED LIVING)
 - OFFICE (NO CATEGORY RE-SIGHT)
- LINE/LOOSE:
 - LIMITED RETAIL (MAIN STREET CHARACTER)
 - MIXED USE (NO FOOD SERVICE, RESTAURANT, SALES)
 - NO LARGE CIVIL USES!
- BUILDING PLACEMENT:
 - BUILDING PULLED UP TO STREET
 - LARGER BLDG. FOOTPRINTS

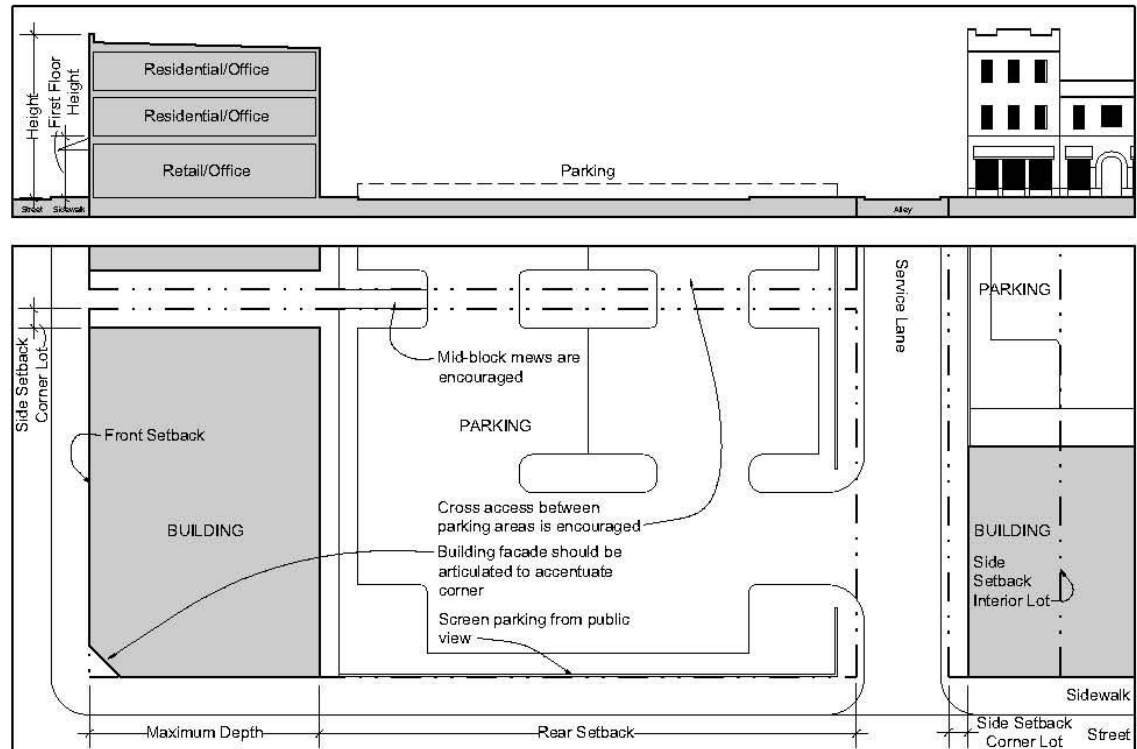


Bedford Ave



Goal

To have a mixed-use neighborhood with buildings for living, working, and shopping with a “Main Street” character.



MIXED - USE & COMMERCIAL BUILDINGS

ATTACHMENT TO ORDINANCE NO.
BL2003-1380 AS ADOPTED 6/17/03



Bedford Ave





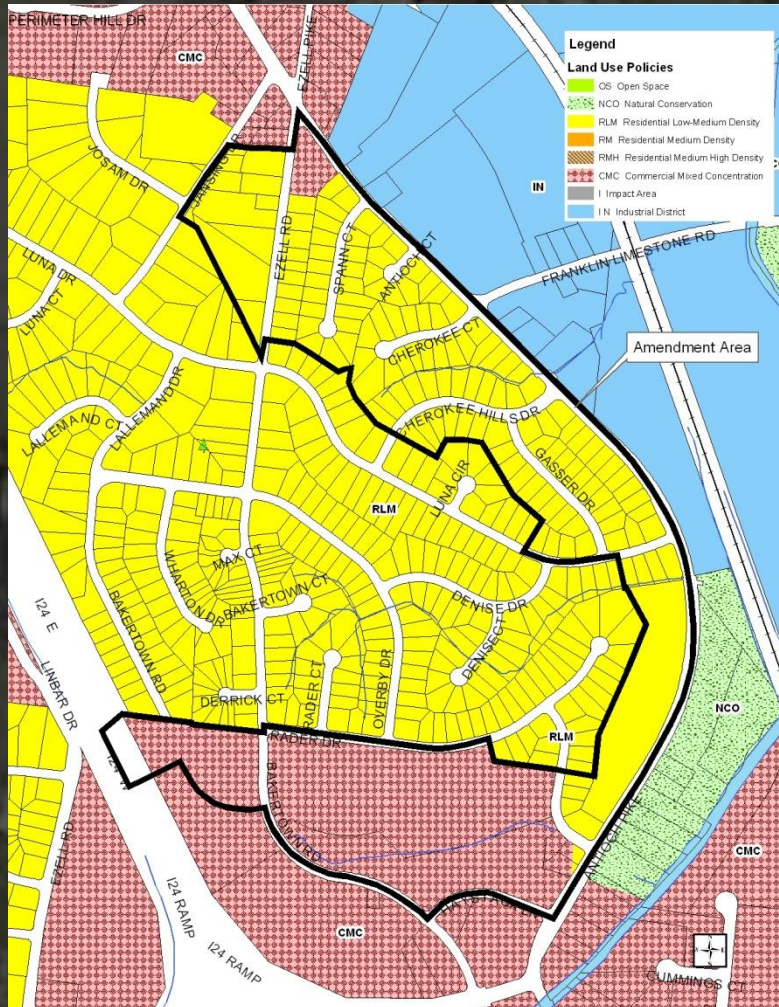
Bedford Ave

Bedford Ave

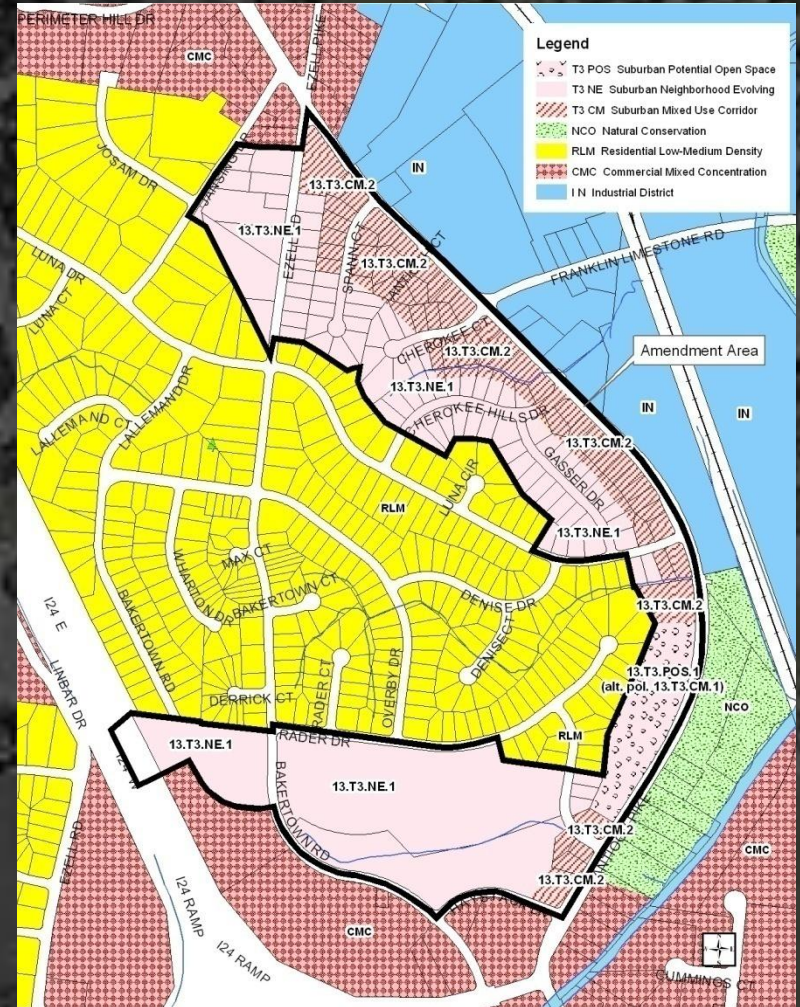


Transition – Redevelopment -- Mandatory

Existing



Proposed



Bakertown

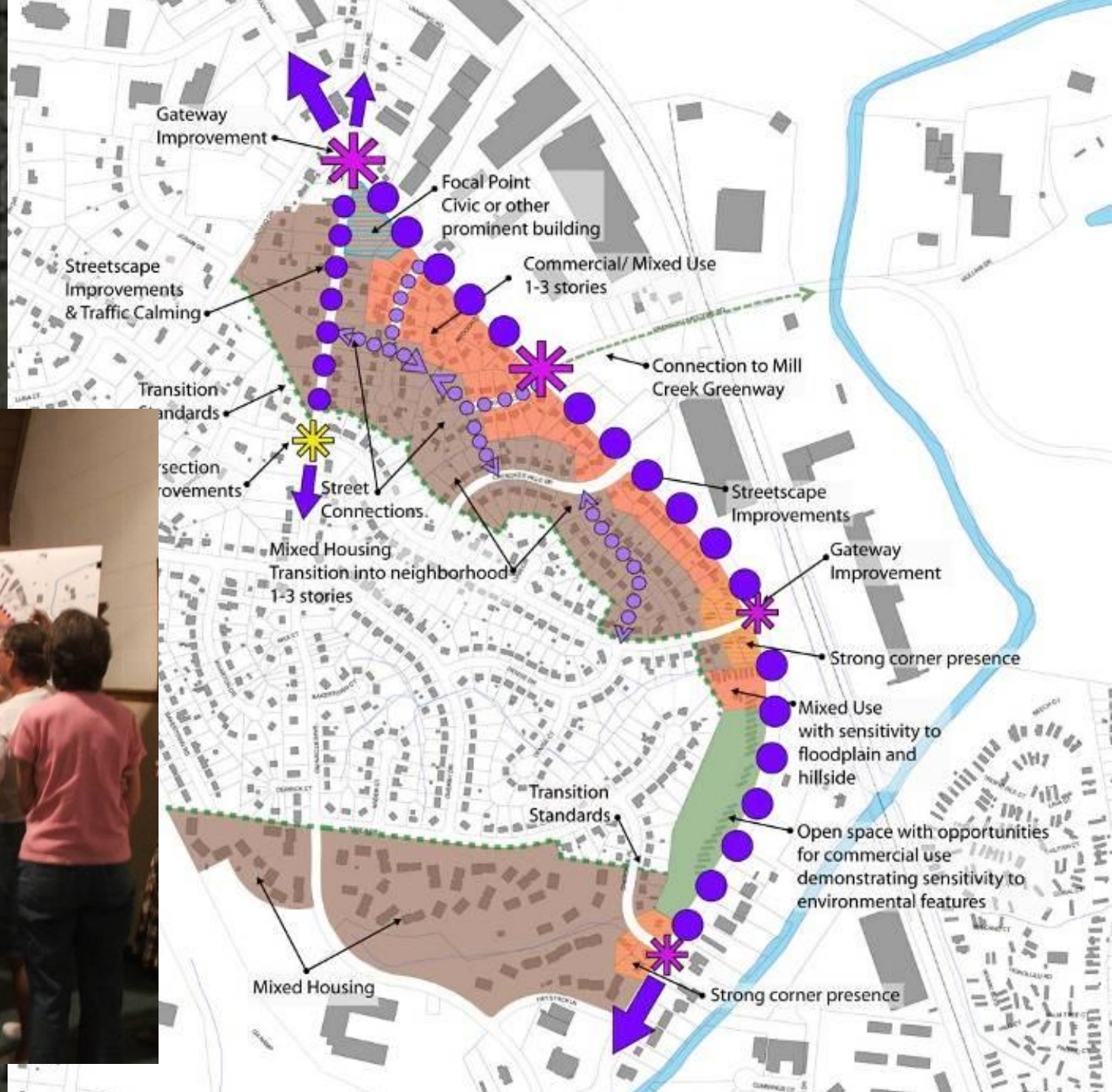
Existing Conditions



Concept Illustration



Concept Plan



Building Regulating Plan

Building Type

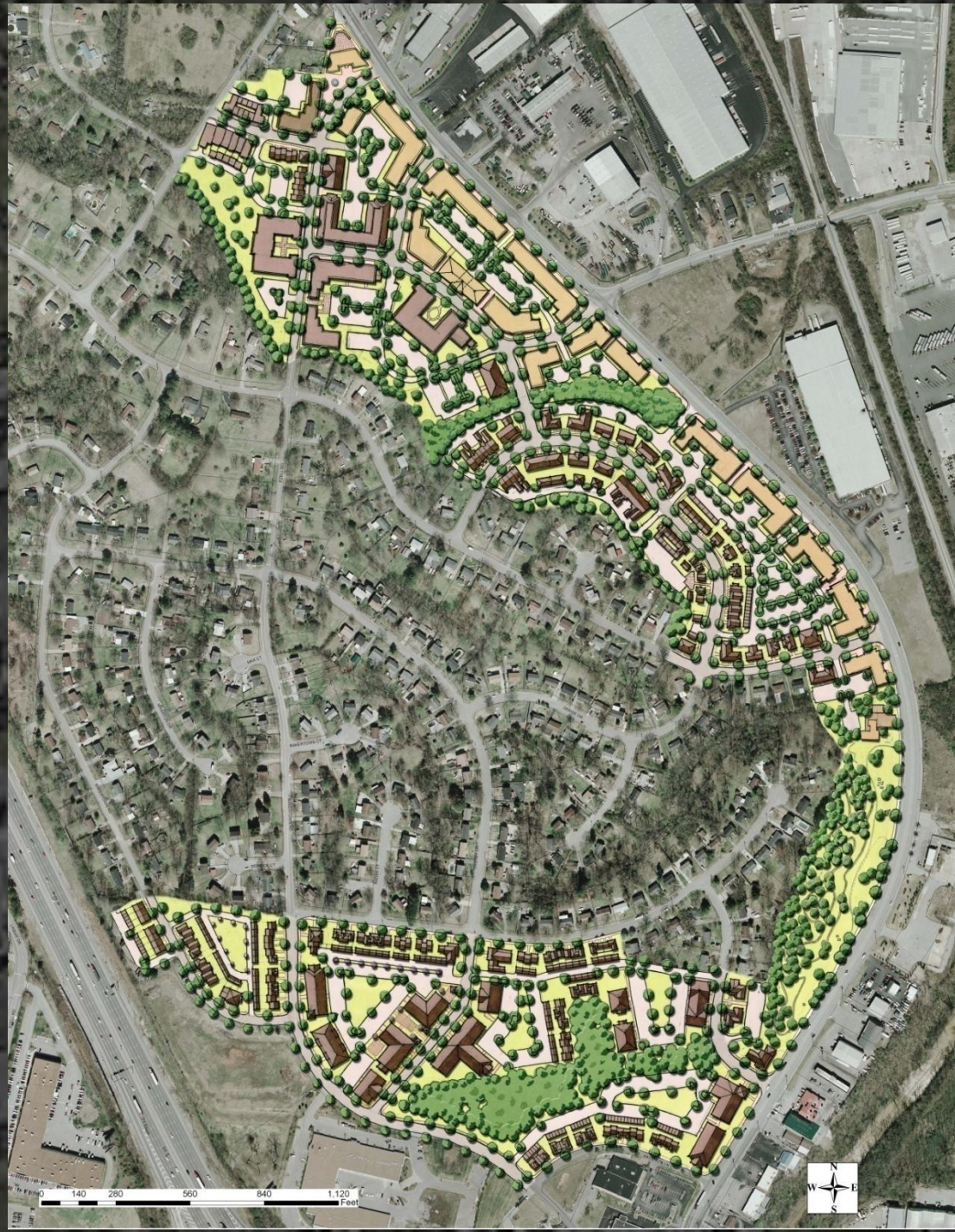
Building Placement

Building Massing



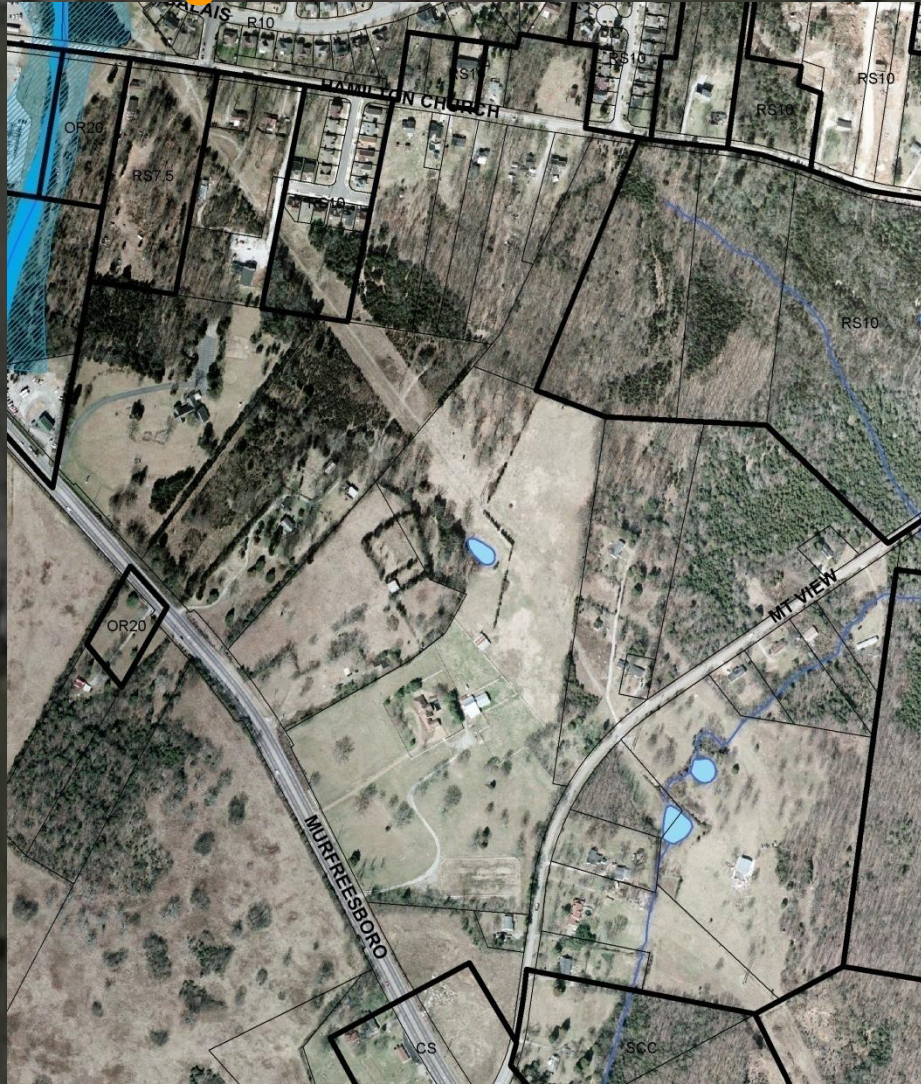
Illustrative Development Scenario

Examples of Building Types



Suburban Alternative - Mandatory

Existing



Proposed



Hamilton Hills

Building Regulating Plan

The Building Regulating Plan

The Building Regulating Plan establishes sub-districts intended to create areas with specific design characteristics in order to achieve the overall vision of the community. The Building Regulating Plan specifies the types of development that are generally appropriate throughout a particular sub-district and also provides a means of guiding the intensity of development intended within each area. This plan promotes incremental growth that results in coordinated and compatible design features throughout the sub-districts, as if all of the properties were to develop under a single ownership. Specific design standards have been developed for each sub-district by building type. If used accordingly, the Building Regulating Plan will make development within each sub-district succinct and predictable. Developers should utilize this Building Regulating Plan to determine the appropriate height, physical configuration, and design characteristics of buildings by sub-district.

Through the Urban Design Overlay and the Building Regulating Plan, the community will be ensured a level of quality and a sense of community. The intent of the Hamilton Church UDO is to provide a unique community with emphasis on pedestrian-oriented streets, diverse housing options, useable open space, and quality architecture. While subject to these regulations and guidelines within, the plan layout should be flexible to respond to physical site constraints and a changing market. The UDO shall allow for variations in the design of the street and open space network, individual block layout and dispersion of housing types so long as it meets the intent of the regulations and guidelines within. Any changes to the design plan that do not meet the intent of these regulations and guidelines, must be approved by Metro Council.

Building Type Standards

A. General

The bulk provisions in this document vary from the Metro Zoning Code with the exception of the following:

- The maximum density and floor area ratio of the base zoning district as described in Tables 17.12.020B and 17.12.020C; and
- Section 17.12.040, Chapter 17.16, and Chapter 17.20 of the Metro Zoning Code, unless otherwise noted.

B. Variations to Standards

Where obvious physical constraints exist on a site within the UDO, Metro Planning staff will review alternative solutions as they relate to the design intent of the UDO.

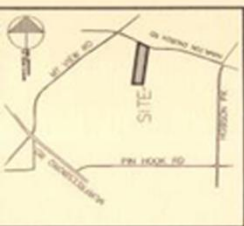
C. Building Types

Standards are organized by sub-district and building type on the following pages.



Potential Building Types



BROOKRIDGE HA
ILLUSTRATIVE SP. DISTRICT COUNCIL

HOUSES



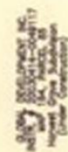
COTTAGES



TOWNHOUSES

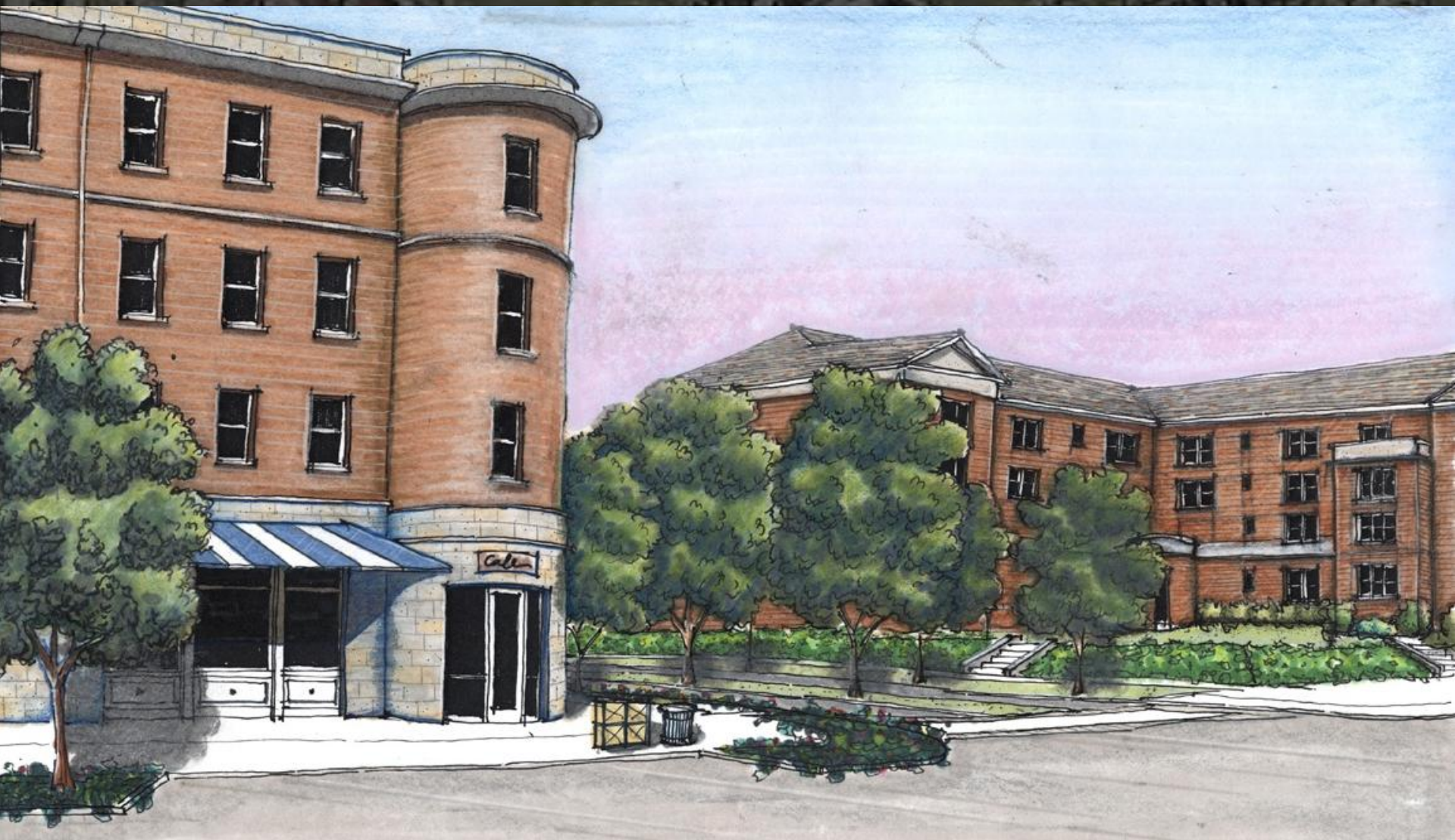


OPEN SPACE



OPEN SPACE

Urban Redevelopment - Mandatory

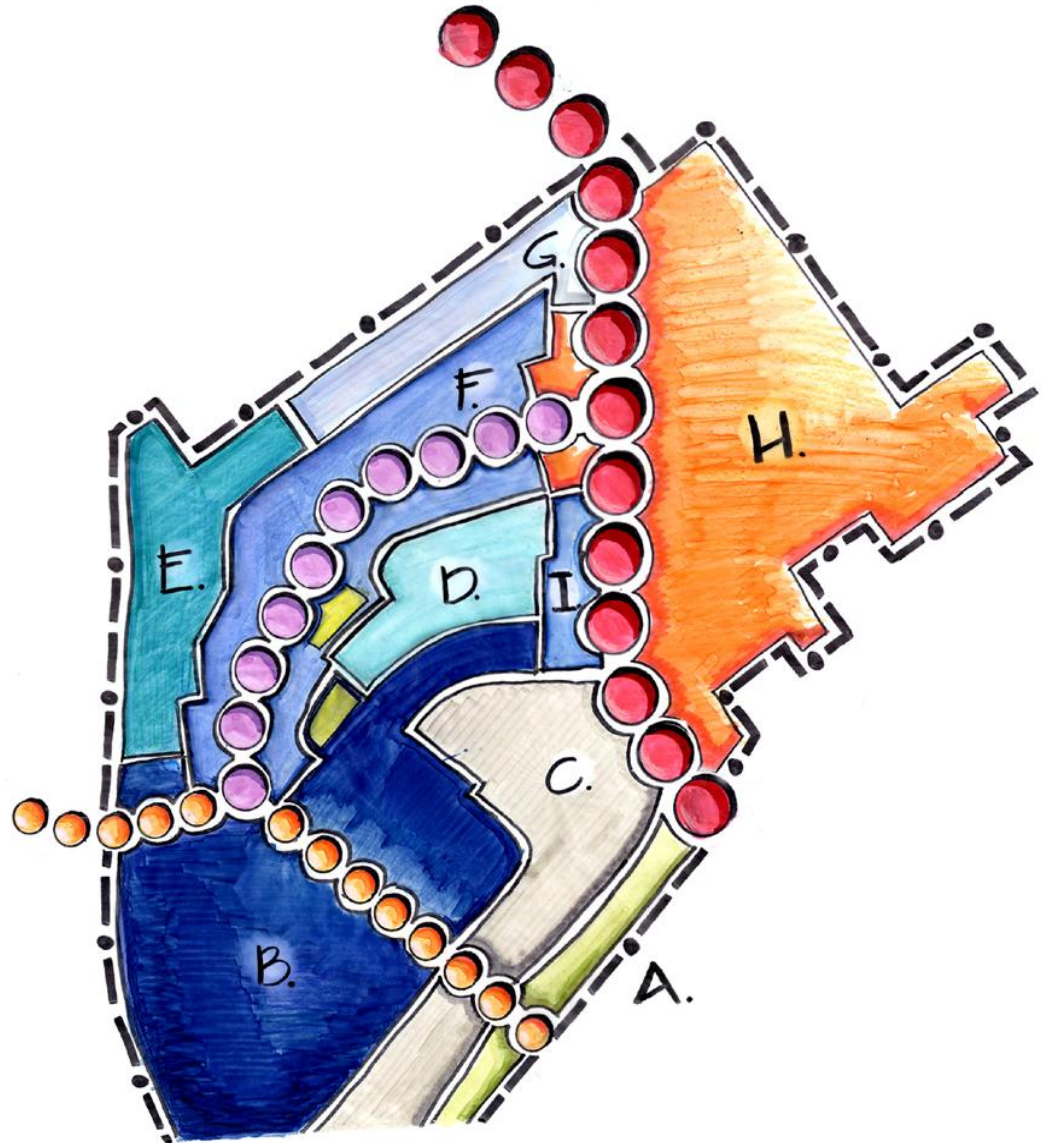


Design charrette

Identified issues

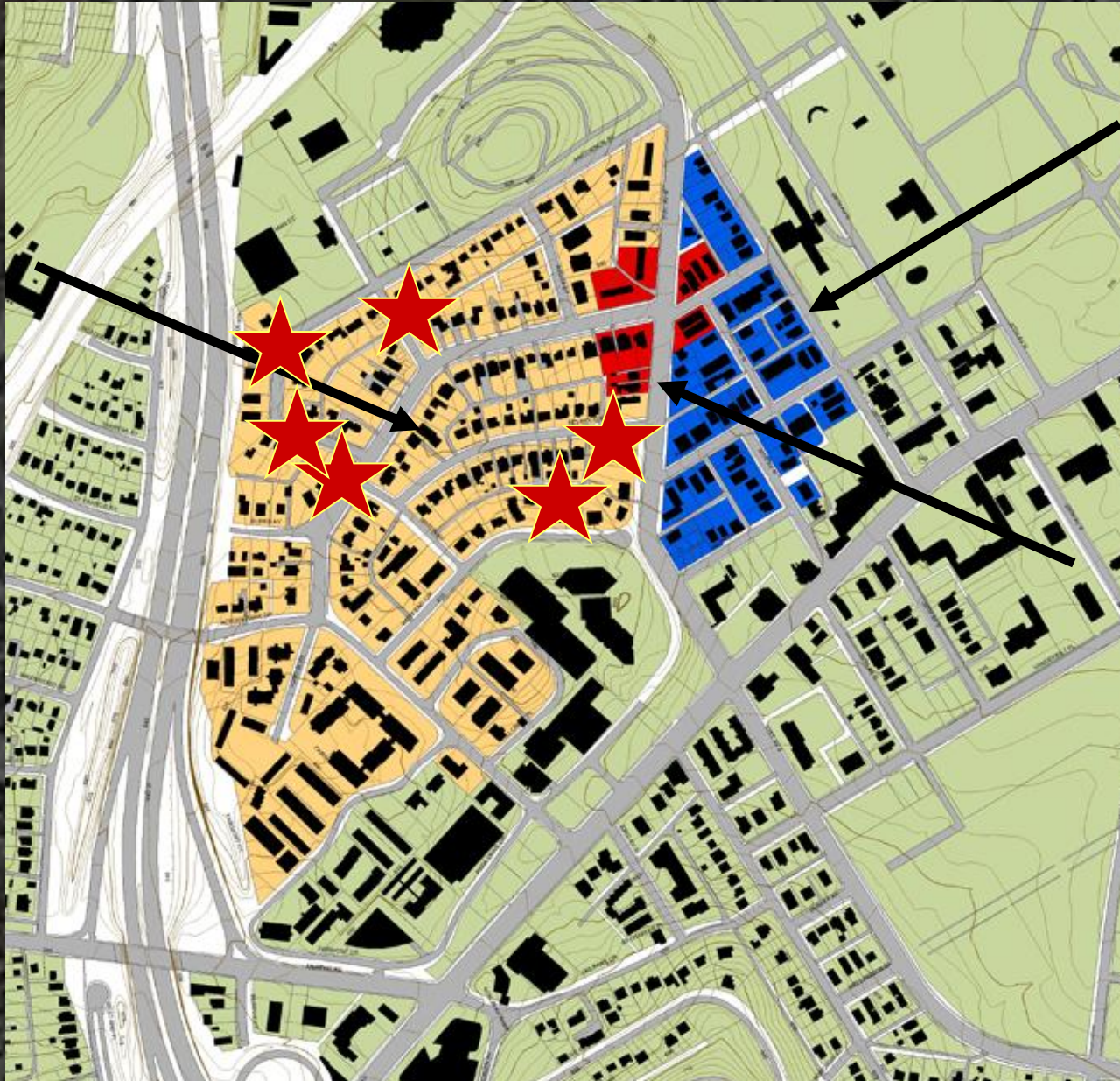
Developed concepts for development character

Developed a concept plan



Concept Plan

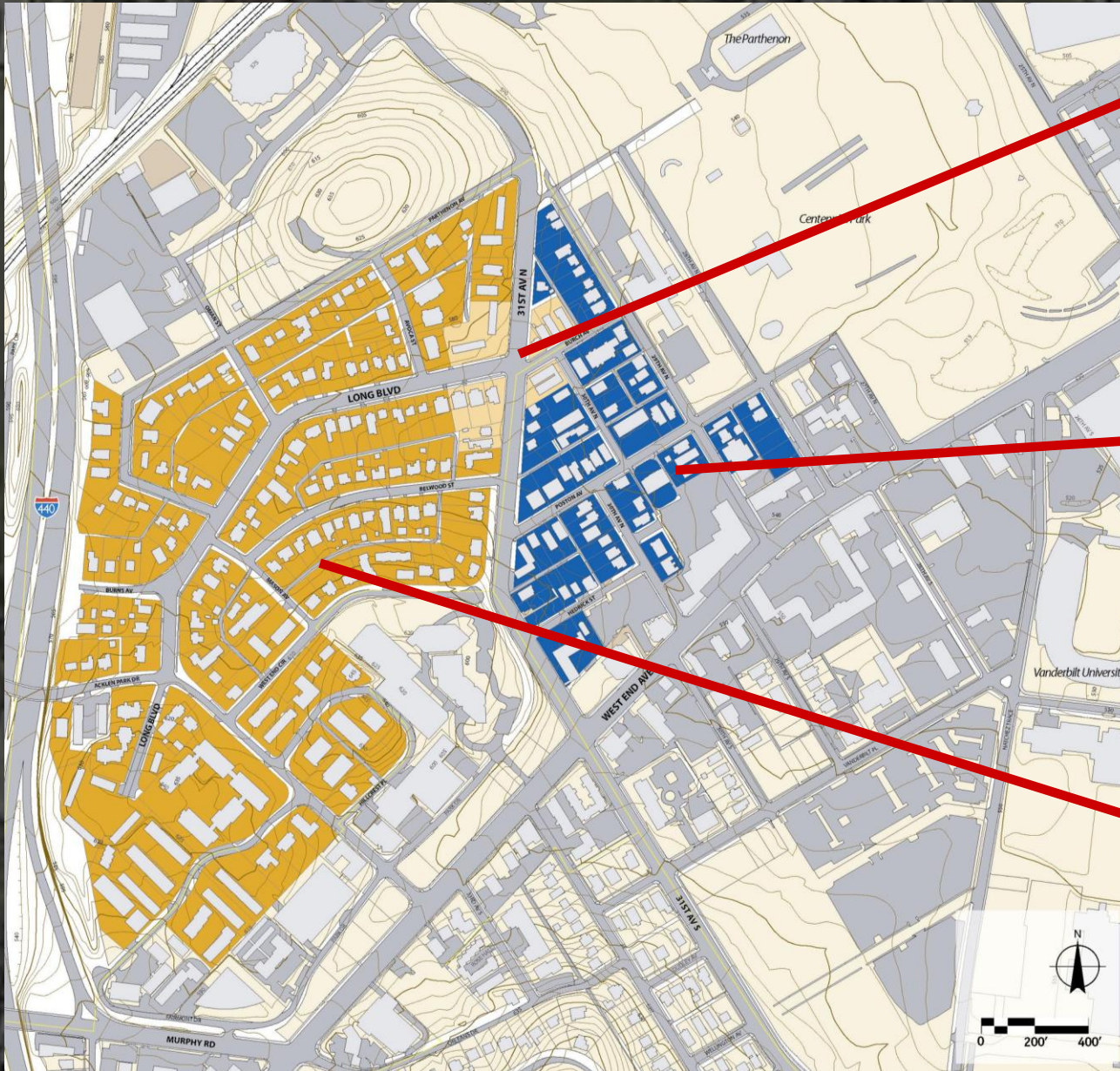
GENERAL



CORE

CENTER

More Intensity with Design Standards



Mixed-use
intersection

High-
intensity
residential
and office

Medium- and
high-
intensity
residential

Building Height, Mass, and Placement



Height

5 to 6 stories max east of 31st
4 stories maximum west of 31st
Elevate 1st floor residential for privacy



Mass

Use articulation to minimize mass

Placement

Close to the sidewalk and fronting the street to improve presence



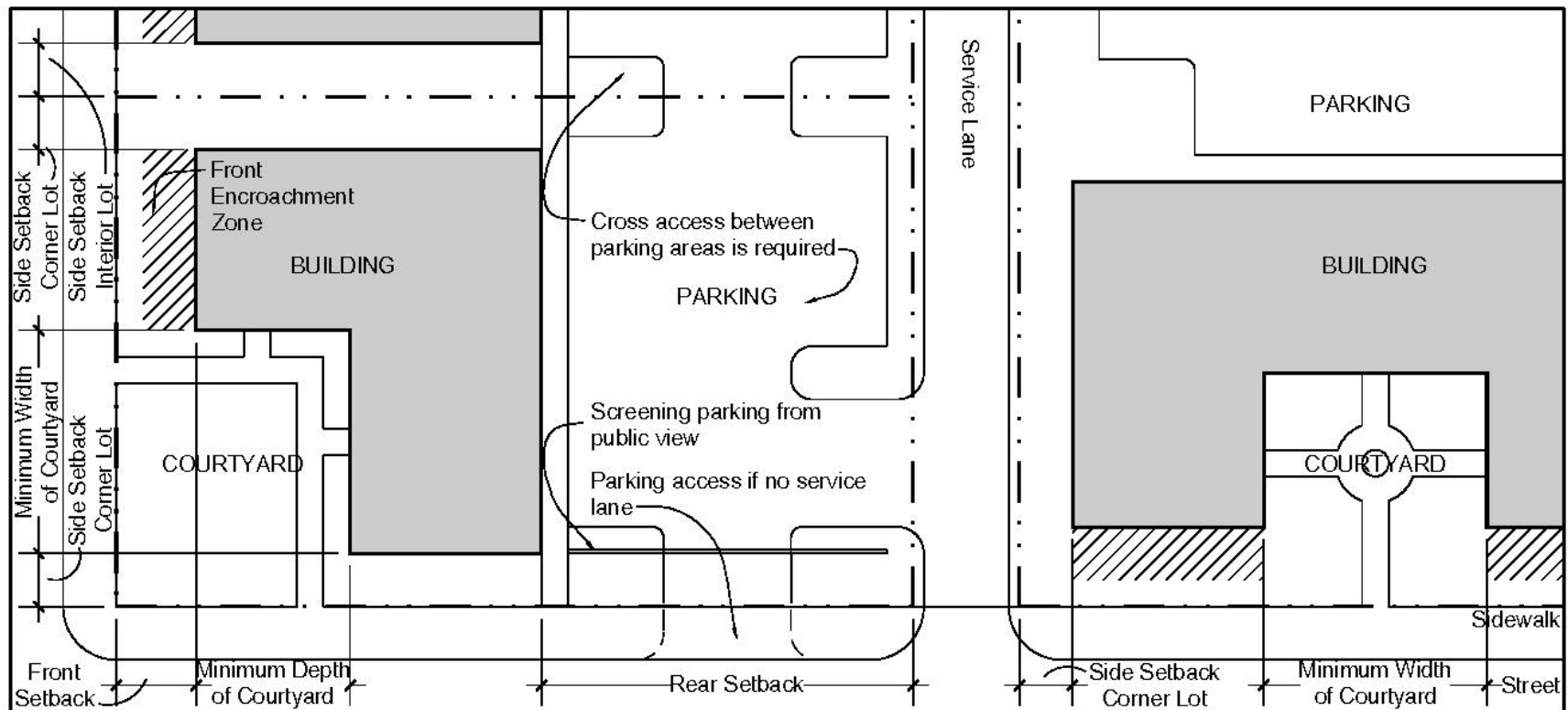
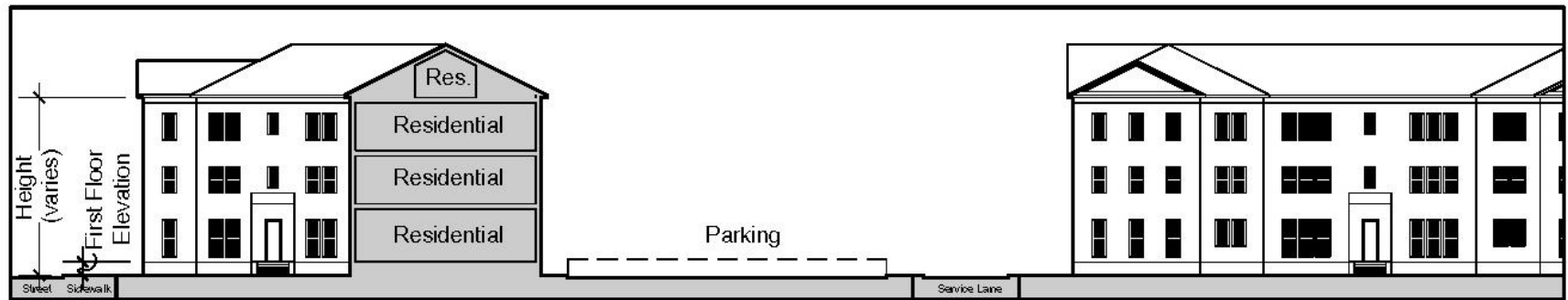
Development Scenarios

Development scenarios provide **concepts** for areas.

These scenarios are examples of how the plan might be implemented.



Courtyard Flat Types









Corridor Redevelopment - Mandatory



Gallatin Pike

GALLATIN PIKE IMPROVEMENT DISTRICT Specific Plan



Illustration by Ben Johnson

As adopted by the Metropolitan Council
July 17, 2007

Metropolitan Planning Department

Gallatin Pike SP

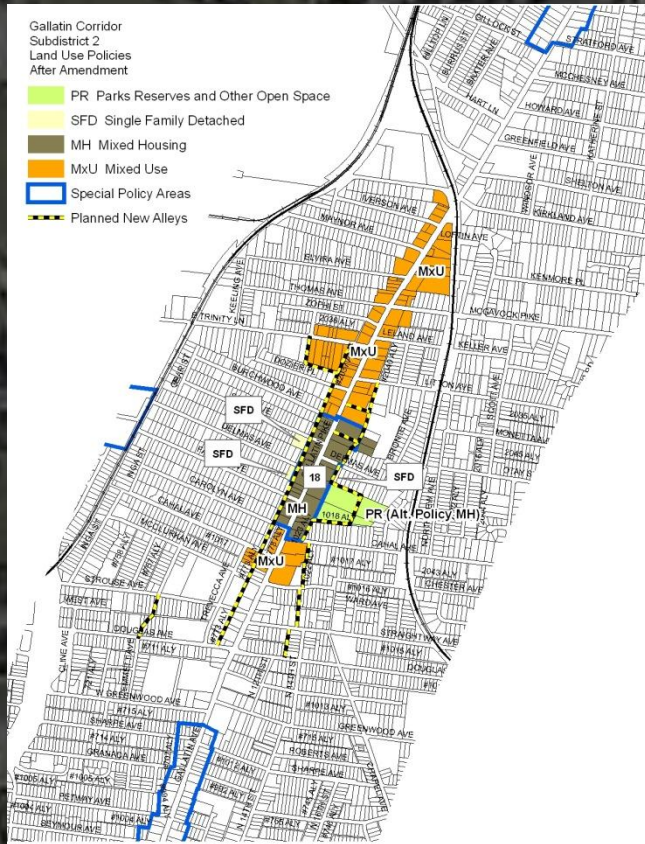
Gallatin Corridor
Subdistrict 1
Land Use Policies
After Amendment

- C C Community Center
- NG Neighborhood General
- PR Parks Reserves and Other Open Space
- CPB Civic or Public Benefit
- MH Mixed Housing
- MxU Mixed Use
- Special Policy Areas



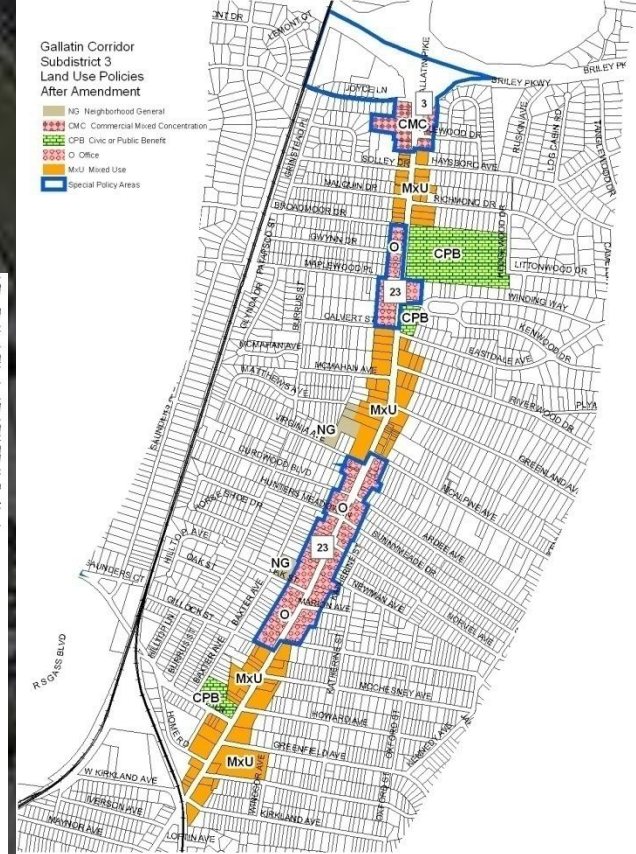
Gallatin Corridor
Subdistrict 2
Land Use Policies
After Amendment

- PR Parks Reserves and Other Open Space
- SFD Single Family Detached
- MH Mixed Housing
- MxU Mixed Use
- Special Policy Areas
- Planned New Alleys



Gallatin Corridor
Subdistrict 3
Land Use Policies
After Amendment

- NG Neighborhood General
- CMC Commercial Mixed Concentration
- CPB Civic or Public Benefit
- O Office
- MxU Mixed Use
- Special Policy Areas

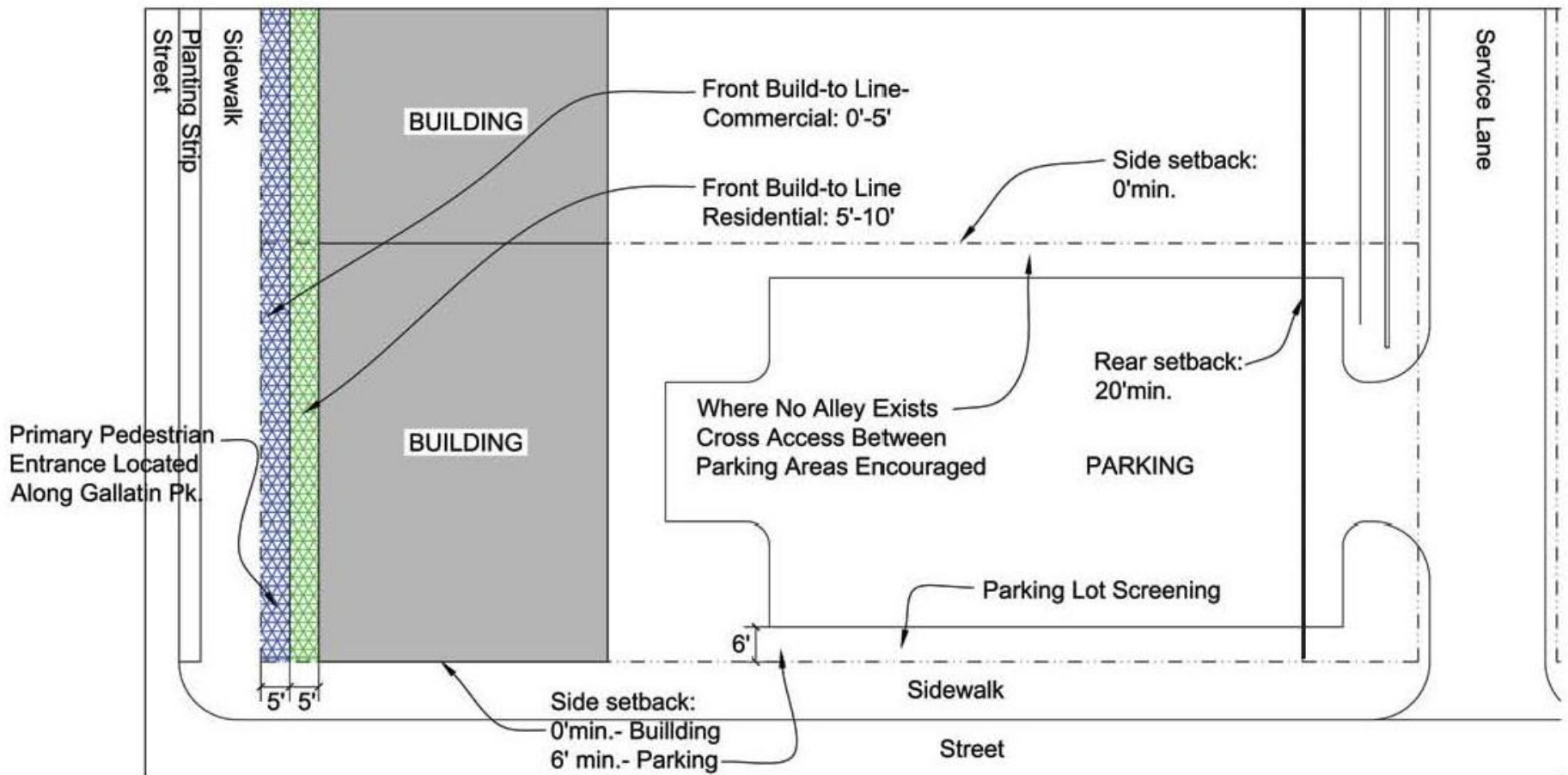


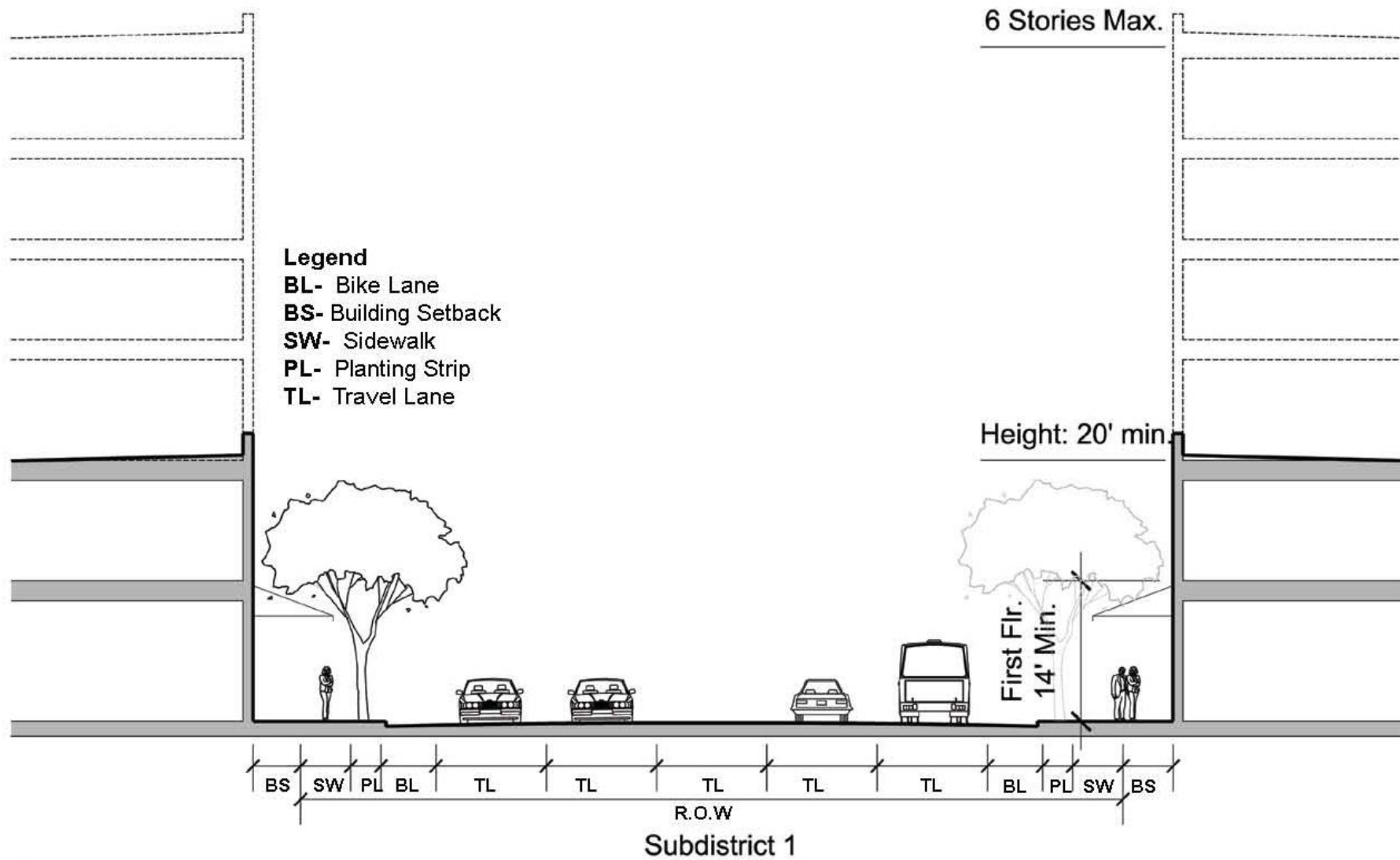
How do we get...

From this...



...to this?





Note: Building regulations are consistent with the general parameters for arterial thoroughfares as outlined in *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*.





STRATTON AVE

GALLATIN AVE



REGIONS

R GENERAL
y Fashion

Suburban Redevelopment - Mandatory

Harding
Town
Center



Community Vision

To enjoy the benefits of a convenient, walkable mixed-use “village,” while minimizing the negative impacts of traffic congestion in the area.

Suburban Strip Center



INAPPROPRIATE

Urban Village Center



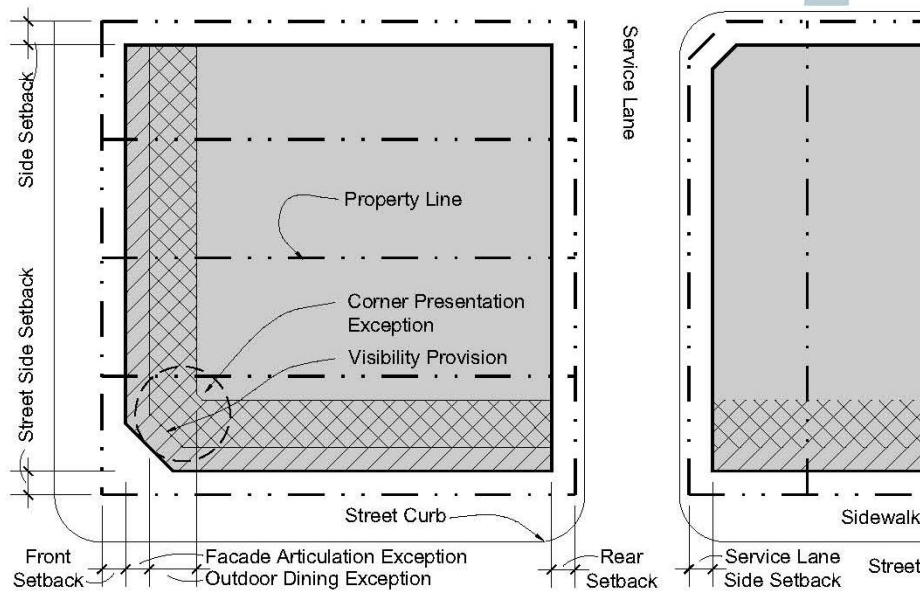
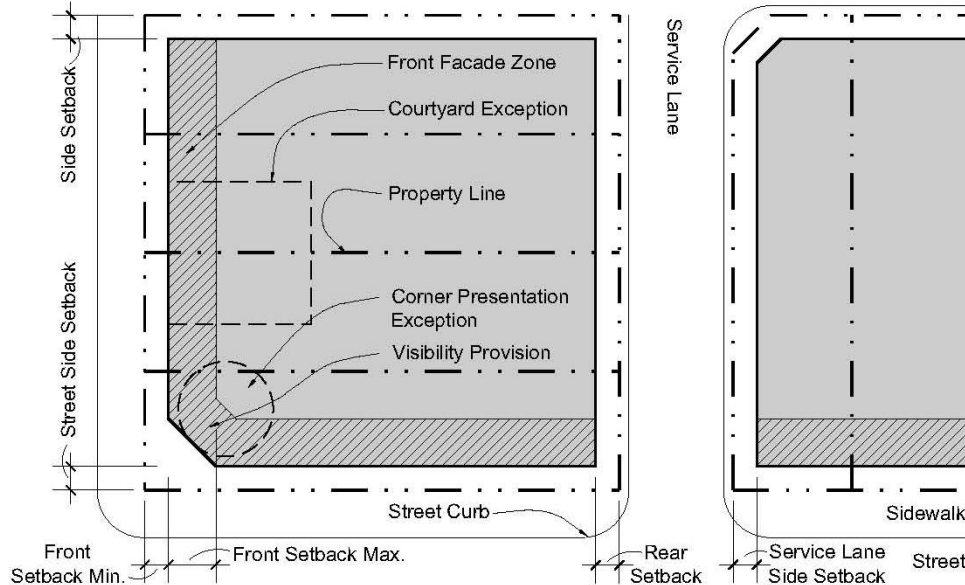
APPROPRIATE

Urban Village Center

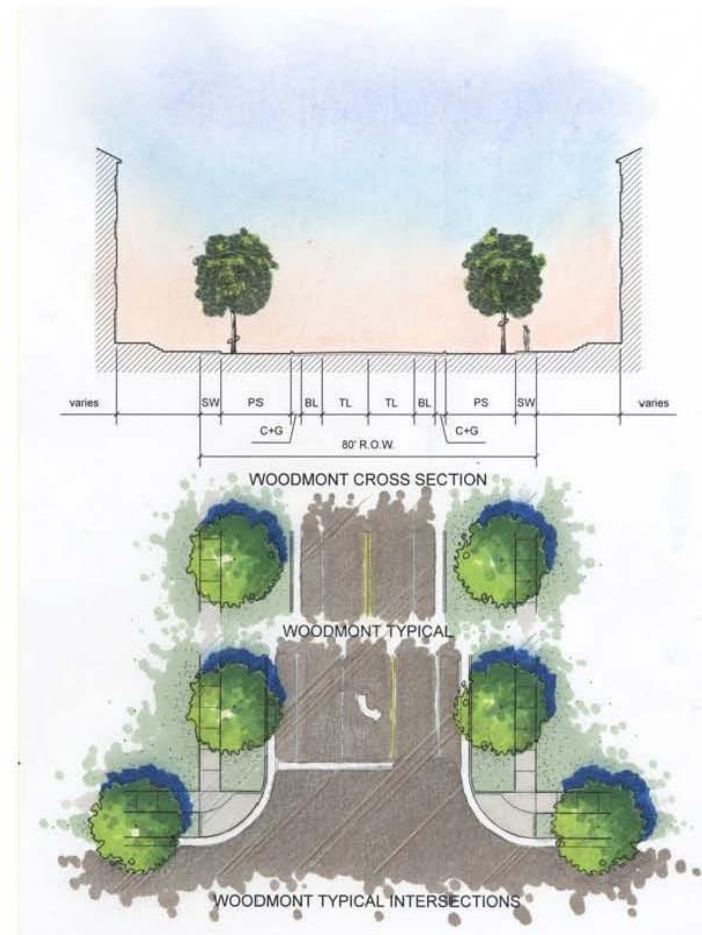
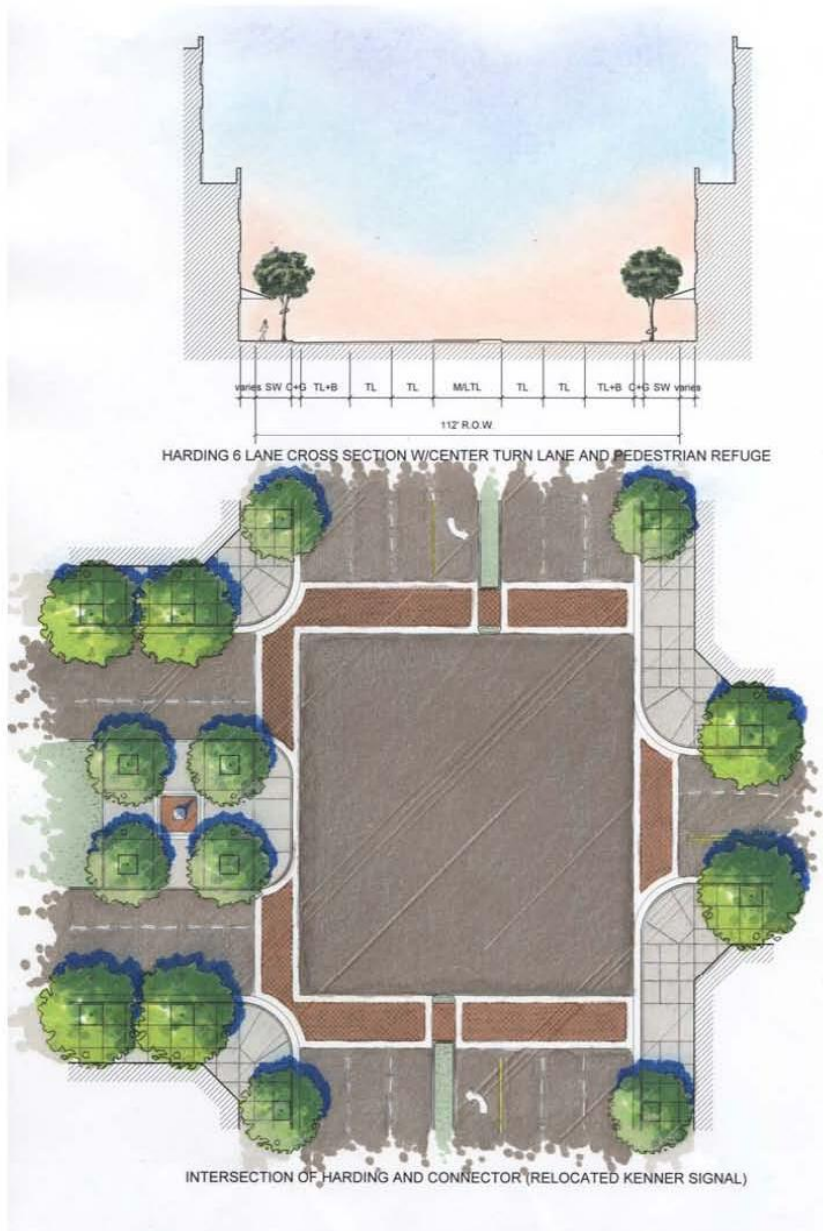


Harding Town Center UDO



commercial/
mixed-use lot
diagramlive/work,
stacked flat,
courtyard
flat, &
townhouse
lot diagram

- General:** The bulk standards are organized according to the sub-districts established in the Design Plan and the Building Types established in the previous section.
- Parking structures:** The ground floor of any parking structure that fronts an at-grade public street (excluding service lanes) and is within or adjacent to the Village Center sub-district shall be set behind other buildings so as not to be visible from the right-of-way of a public street except at the point of a driveway access.
- Visibility provision:** AASHTO standards for visibility at controlled intersections should be applied as necessary to development within the UDO.
- Drive-throughs:** Drive-throughs should generally be located to the rear of buildings. If drive-throughs are located to the side of buildings, their width shall be limited to three lanes and they shall be recessed from the front façade 10 ft. min. In no case shall drive-throughs be located at the corner of two public rights-of-way.
- Vehicular Drop-offs:** Vehicular drop-off areas shall not be curb cuts but ramps to the level of the sidewalk. Drop-off areas shall be articulated through paving patterns, bollards, landscaping, and other means that limit the impact of conflicts between vehicles and pedestrians.
- Skybridges:** Skybridges between buildings are permitted within the interior of the Hospital sub-district provided they are designed so as to look similar to the buildings they connect. Any skybridges built over a public street shall follow the mandatory referral process for encroachments into the public right-of-way.



Key:

- SW Sidewalk
- C+G Curb + Gutter
- TL+B Travel Lane + Bike Route
- TL Travel Lane
- BL Bike Lane
- M Median
- LTL Left Turn Lane
- PS Planting Strip


Harris Teeter
Food Market And Pharmacy
Pharmacy

 **REGIONS**





Suburban Alternative - Mandatory



L E N O X V I L L A G E

Design Plan



Design Plan – Building Typology

Attachment to Ordinance No. BL2001-671 (adopted 5/15/2001) and amended by Ordinance No. BL2003-1493 (adopted 7/15/2003)

Design Plan- Building Typology

Lenox Village is designed as a mixed use community, integrating diverse housing types, retail/restaurant, office and community services. The individual block layouts within this Urban Design Overlay are for illustration purposes only. The Design Plan and distribution of housing typologies shall be flexible to respond to physical site constraints, end-users' needs, community desires and a changing market, so long as they meet the intent of the regulations and guidelines within.

The Village Core is intended to accommodate multi-family housing and commercial uses (allowed by the base zoning) with the opportunity to live or work above. Multi-family housing shall be limited to in and around the Village Core, but shall not be disconnected from the rest of the Village. Townhouses and single family houses shall be dispersed and integrated throughout the community. A maximum of 25% of the total number of Townhouses and Single-Family Detached Houses may have one secondary dwelling. Dispersion of secondary dwellings throughout the community is encouraged. Type VI, Single Family Detached houses with street garage access are generally intended for perimeter lots and lots backing to preserved hillsides. However, when an alley or rear-lane garage access is provided, Type VI is prohibited.

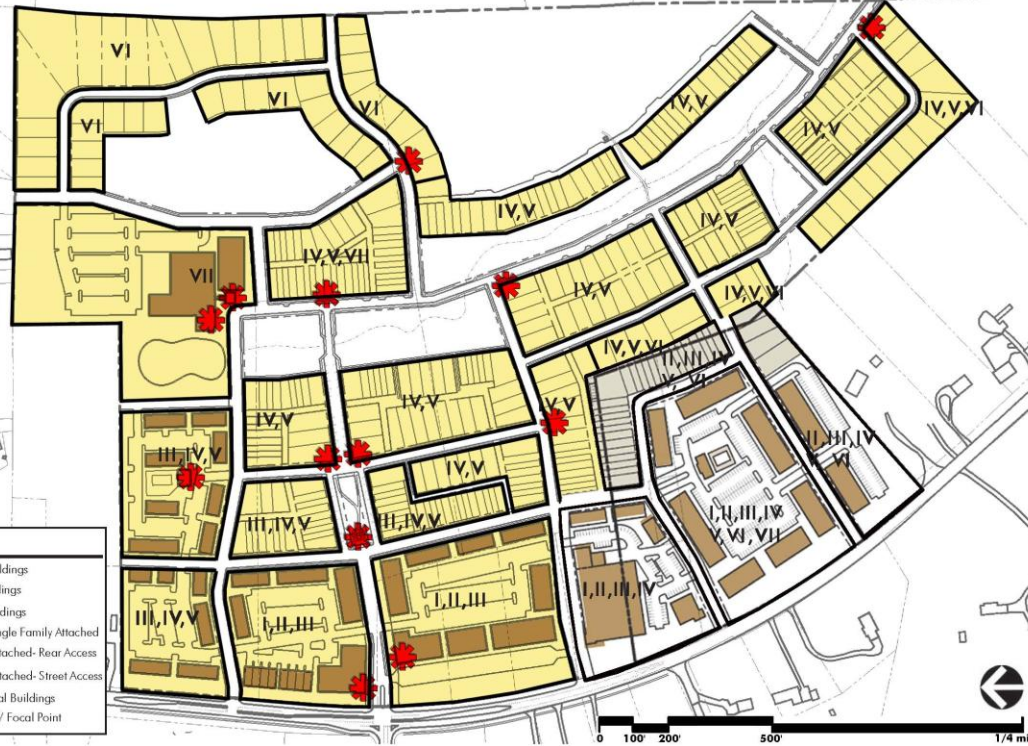
See pages 14 through 20 and the Appendix for regulations and design guidelines associated with each building typology. Bulk standards provided in the Appendix shall supercede the corresponding base zoning bulk standards.

Block Layout:

The following principles should be followed in the layout and distribution of the building typologies and parcels:

- At tee intersections, streets should terminate on axis with a primary building form or architectural feature or on open space.
- On corner lots, architectural features should address both the front and side streets (e.g. corner porches, side porches, bay windows, etc.) and blank side walls should be avoided.
- Key corner lots, axis terminations and other prominent residential parcels should be reserved for custom homes where possible.
- No Townhouse, or single-family detached house should face directly down an alley.
- Common pedestrian passages may be provided between parcels to allow exterior access from front to back of townhouses.

LEGEND	
I	Village Core Buildings
II	Live / Work Buildings
III	Multi-Family Buildings
IV	Townhouses - Single Family Attached
V	Single Family Detached- Rear Access
VI	Single Family Detached- Street Access
VII	Civic/ Institutional Buildings
	Axis Termination/ Focal Point



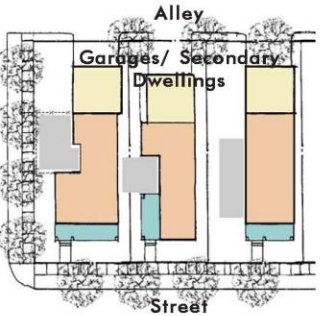
LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

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Page # 12



Single Family Detached - Rear Access

Building Type V

Minimum Lot Area: 3,600 sq. ft.
Minimum Lot Width at Front Setback: 36 ft.
Minimum Lot Depth: 100 ft.
Front Yard Build-to Line: 5-25 ft.
Minimum Side Yard Setback: 3 ft.
Minimum Rear Yard Setback: 5 ft.; garages must be setback from the rear property line 5 ft. or greater than 15ft; garages on parcels at the end of a block must have a garage building which is built to 5 ft. from the rear property line.
Maximum Height: 35 ft. to mean height of roof
Minimum Raised Foundation: 18 in. except where front building wall is 10 ft. or less from the property line it shall be 24 in.
Porches: Where houses have a covered front porch, they shall be a minimum of 6 ft. in depth excluding porches where the width is approximately the same as the steps as illustrated in top center image.
Off Street Parking Spaces: Two parking spaces per unit plus one parking space per Secondary Dwelling shall be provided. Tandem parking behind a garage space shall be permitted toward meeting these requirements.
Off Street Parking Location: Off street parking and garage access shall be from a rear alley or lane. Garage doors should not face any streets.
Secondary Dwellings: A maximum of 25% of Single Family Dwellings may have one Secondary Dwelling on the same lot.
Maximum Height: The maximum height of a secondary dwelling shall be equal to the height of the primary dwelling.

Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.

See Appendix for additional regulations.

Note: Images on this page are for visual reference only. No architectural designs have been finalized.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

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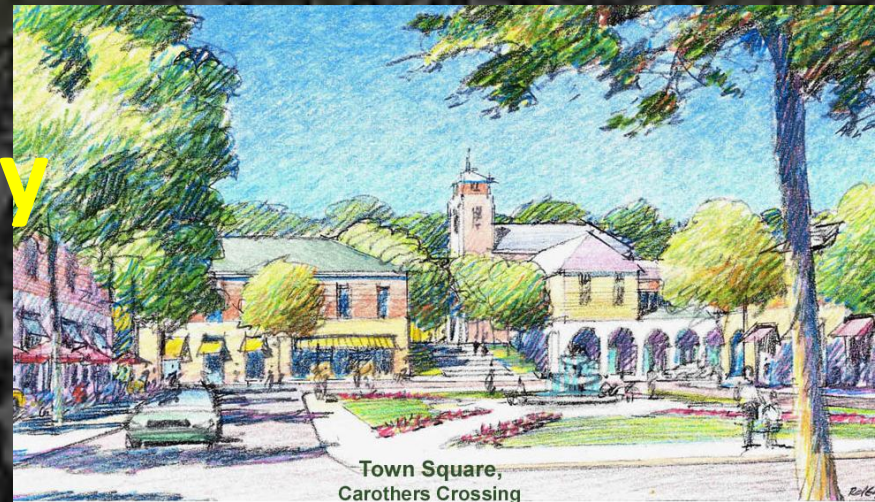


Mysteries
& More
books to die for!



Greenfield - Mandatory

Carothers Crossing



**Town Square,
Carothers Crossing**

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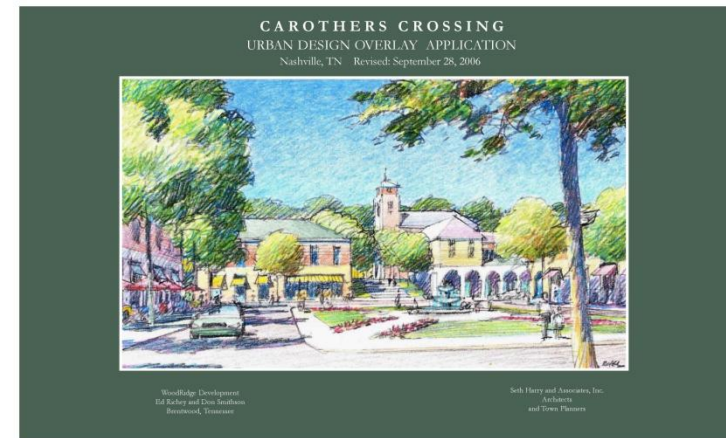
Seth Harry and Associates, Inc.
Architects and Planners



**Cottage Lane,
Carothers Crossing**

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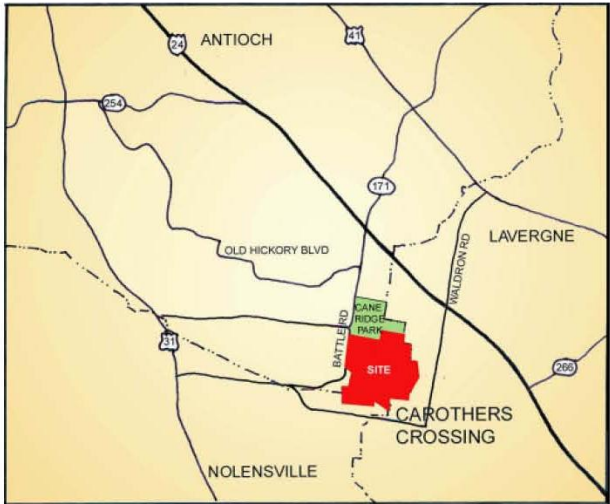
Seth Harry and Associates, Inc.
Architects and Planners



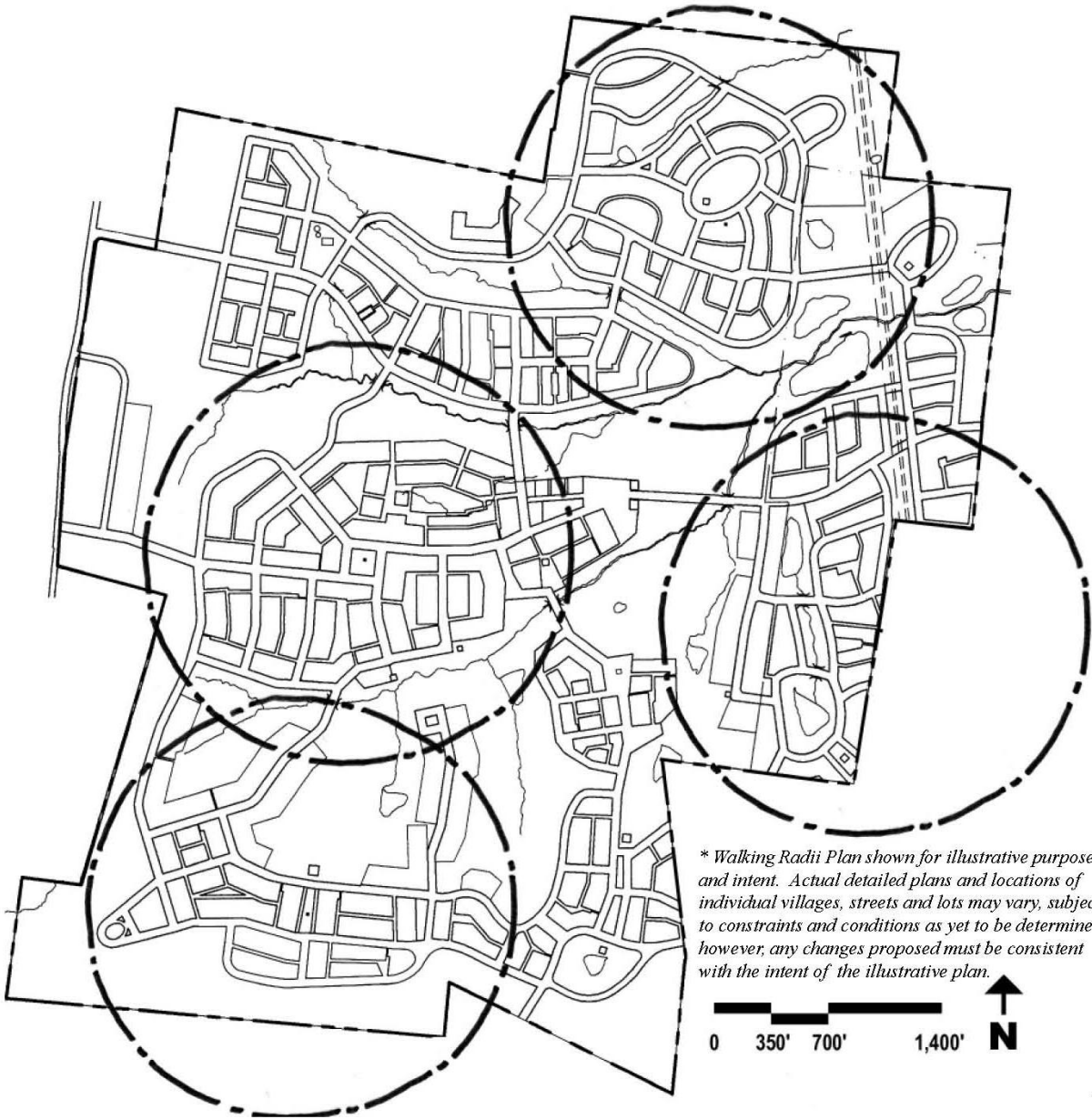
CAROTHERS CROSSING ~ TN

MASTER PLAN

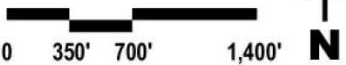
NEIGHBORHOOD STRUCTURE/VICINT



Regional Vicinity Map, with Carothers Crossing shown in red.



** Walking Radii Plan shown for illustrative purposes and intent. Actual detailed plans and locations of individual villages, streets and lots may vary, subject to constraints and conditions as yet to be determined; however, any changes proposed must be consistent with the intent of the illustrative plan.*



Neighborhood Diagrams based upon 5 minute, or 1/4 mile, walking radius.

THE REGULATING PLAN

The Regulating Plan

The Regulation Plan for Carothers Crossing graphically articulates the four major neighborhood zones (Town Center, Neighborhood Center, Neighborhood General, and Neighborhood Edge) relative to the four Villages comprising the Community. Along with the Regulating Codes (Urban, Architectural, and Landscape), the Regulating Plan defines, with great specificity, the allocation of building types within the project. This is intended to ensure a project that will, at full build out, meet or exceed the stated goals and objectives outlined in the Planning Principles, while also creating the most attractive, appealing, and functionally sustainable community possible, subject to all applicable Municipal Codes and Standards.

In general, the Carothers Crossing Regulating Plan defines four distinct villages of varying density and configuration, providing for a range of housing types and affordability, structured in such a way as to encourage maximum compatibility with adjoining property uses and zoning. In addition, the Regulating Plan allows for neighborhood-serving commercial uses within the Town Center Village along with sites for civic building and community uses throughout the project, further reinforcing the sense of community and place.

These uses, in addition to an elementary school and adjacent regional park, will help satisfy many daily needs entirely within the physical boundaries of the community, thereby maximizing internal trip captures, and minimizing impact on nearby roads and intersections.

Total UDO Area: 599 Acres

Total Open Space: 55% minimum (open space to be defined as all areas, natural and man-made, landscape and hardscape, not under private ownership and/or that allow full or qualified public access).

Total Maximum Number of Dwelling Units: 3,000 units

Total Maximum Square Feet of Commercial Space:
200,000 square ft.

Percentage Allocation of Unit Types will be consistent with zones indicated on Regulating Plan, and the unit types designated for each zone, as identified within this document.

Single Family Attached Units: 40% Max, 35% Min.

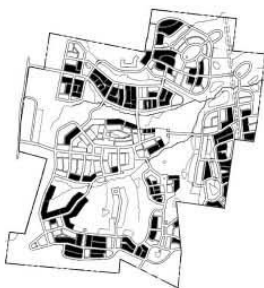
Single Family Detached Units: 40% Max, 35% Min.

Multi-Family Units: 25% Max, 15% Min.

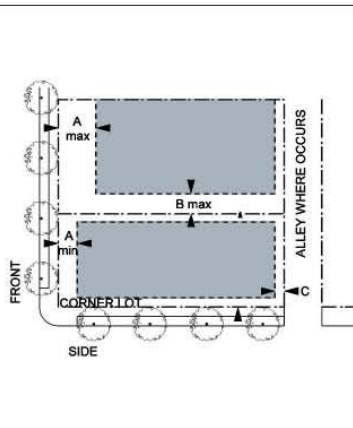
- TOWN CENTER
- NEIGHBORHOOD CENTER
- NEIGHBORHOOD GENERAL
- NEIGHBORHOOD EDGE

- PUBLIC BUILDINGS AND SCHOOLS
- PARKS AND GREENS
- OPEN SPACE
- WATERWAYS AND PONDS
- DRY DETENTION

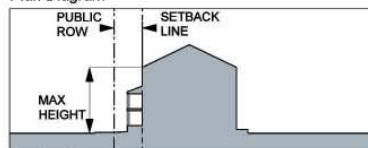




BUILDING PLACEMENT AND HEIGHT



Plan Diagram



Section Diagram

1. BUILDING PLACEMENT
Primary building shall be placed within the shaded area as shown in the above Plan Diagram.
Lot Area: 4,000 sq. ft. typical avg.
Lot Coverage: 80% max

Principle Building Setbacks:

- A: Front: 15' min-25' max
- B: Side: 0'(attached units), 5' min(end units), 10' combined min (detached units)
- C: Rear: 5' min

Out Building Setbacks: (not shown above)

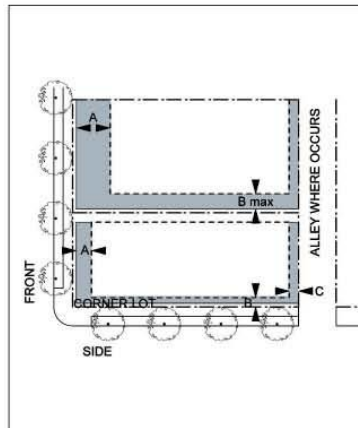
- A: Front: 10' + front bldg. setback
- B: Side: 0' min, 10' min at corners
- C: Rear: 5' min., 5' or 15' and greater if garage doors open into an alley or service lane

2. HEIGHT

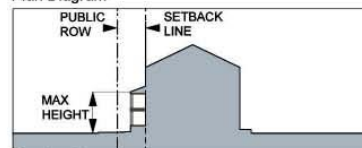
Building height shall be measured in number of stories. Inhabited attics or raised basements shall not be counted as a story.

Principle building: 3 stories max, 1 story min
Outbuilding: 2 stories max, 1 story min

BUILDING FRONTAGE AND PROFILE



Plan Diagram



Section Diagram

1. ENCROACHMENTS ALLOWED
Stoops, balconies, bay windows, roof overhangs, and open porches may encroach into the setback as shown in the shaded area in the above Plan Diagram.

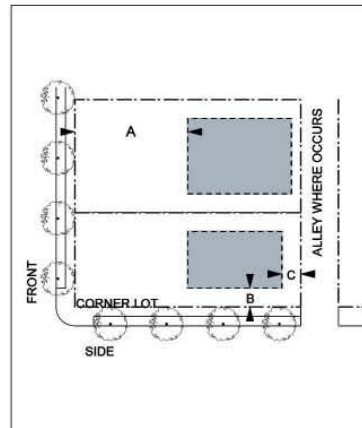
- A: At Bldg. Frontage: 8' max
- B: At Bldg. Side: 3' max
- C: At Bldg. Rear: 5' max

Maximum encroachment height is 2 stories.

2. FRONTAGE TYPES ALLOWED

- A. Common Lawn
- B. Porch & Fence
- C. Terrace
- D. Forecourt
- E. Stoop

PARKING AND VEHICULAR ACCESS



Plan Diagram

1. PARKING REQUIREMENTS

On-site parking is allowed only in the shaded area as shown:

- A: Front: 10' + front bldg. setback
- B: Side: 0' min, 10' min at corners
- C: Rear: 5' min., 5' or 15' and greater if garage doors open into an alley or service lane

Vehicular access is permitted from an alley, side street, or front-loaded driveway.

2 on-site spaces per residential unit, except villas which shall have 1 on-site space per residential unit.
1 on-site space per carriage house.



DOWNTOWN COMMUNITY PLAN : 2 0 0 7

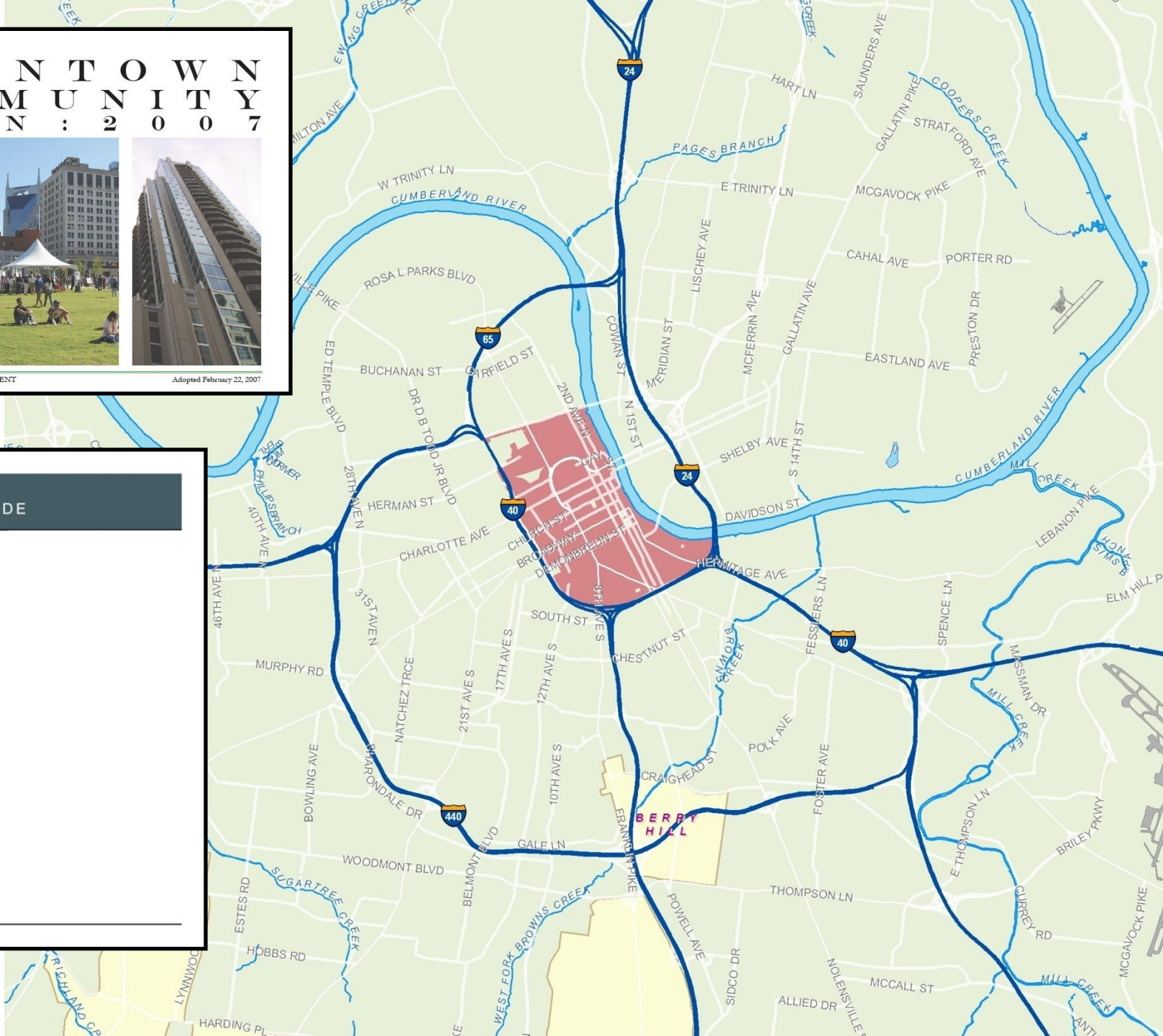


METROPOLITAN PLANNING DEPARTMENT

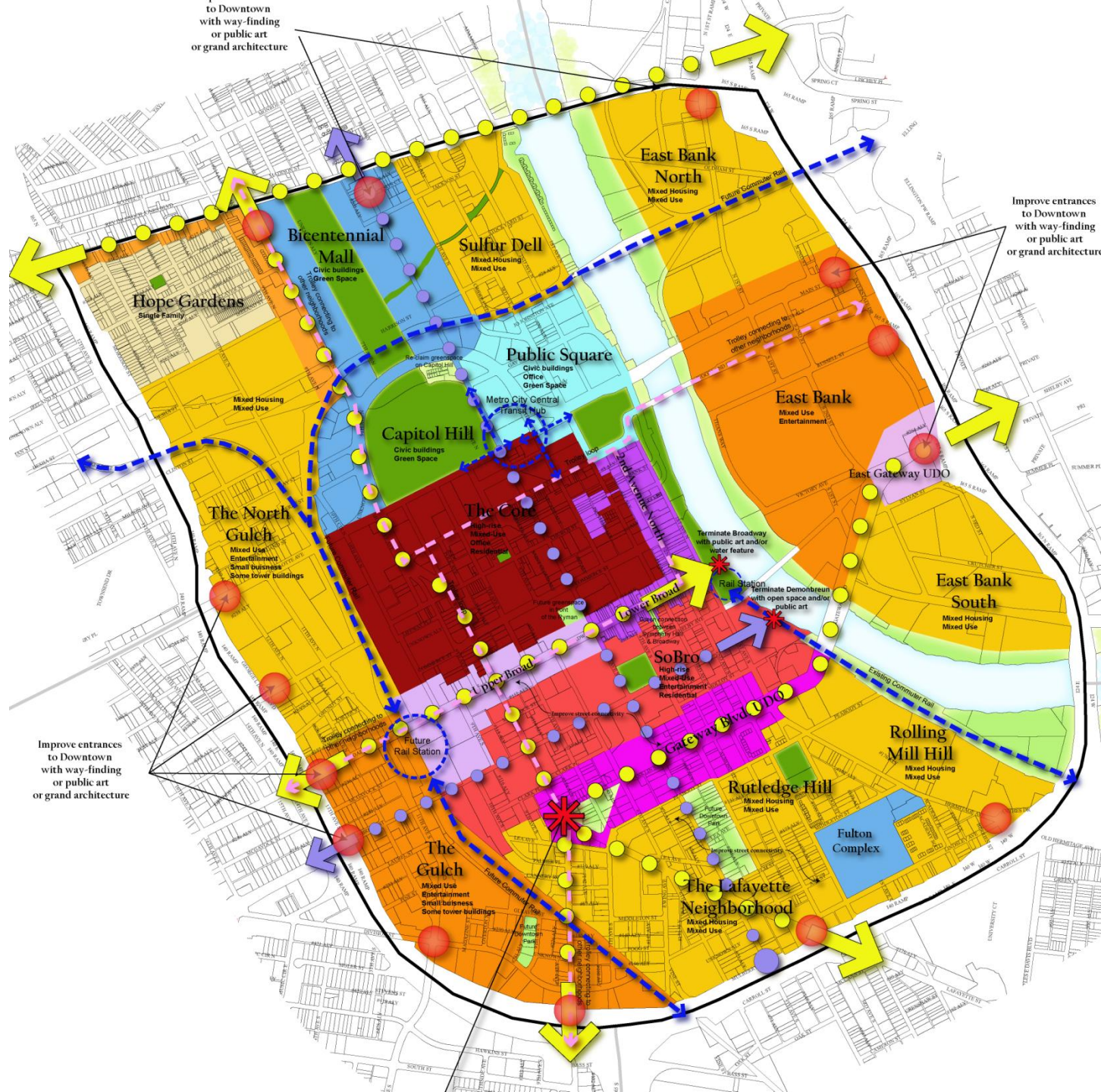
Adopted February 22, 2007

Nashville DOWNTOWN CODE

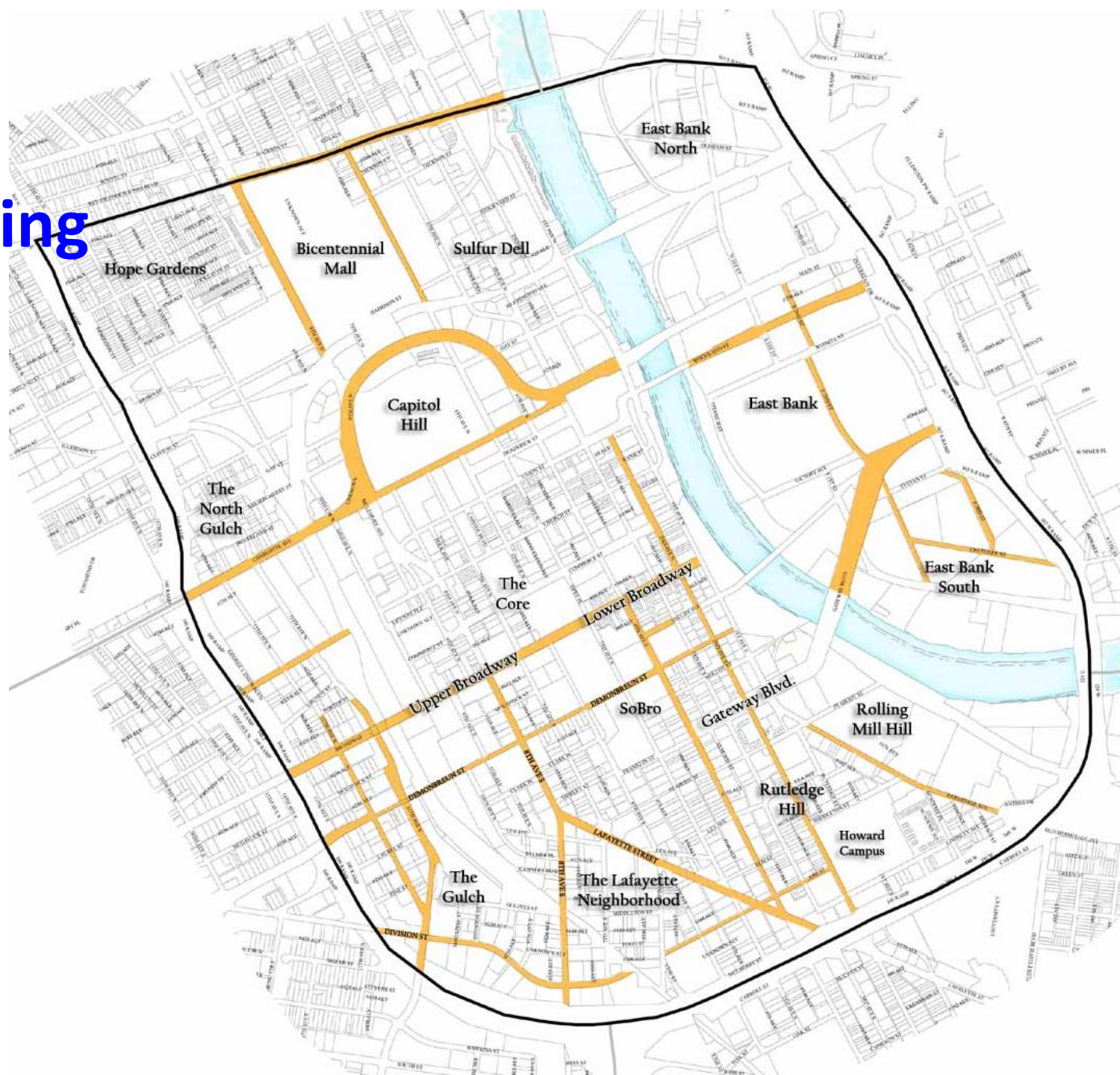
Attachment to Ordinance No. BL 2009-586
as adopted on February 02, 2010



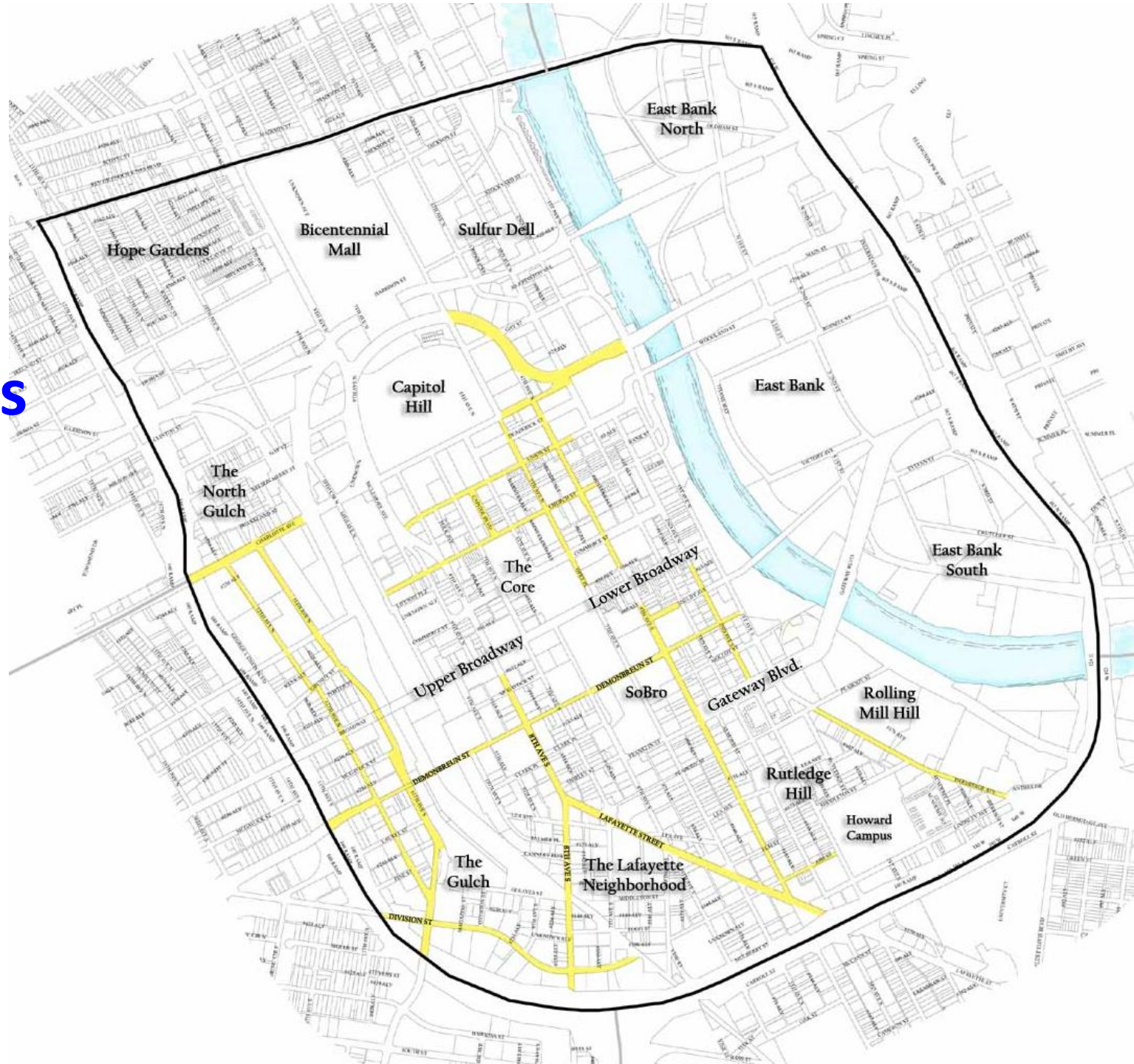
Concept Plan Map



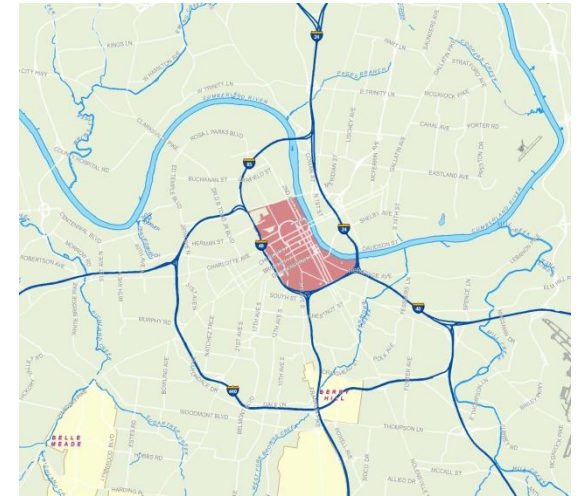
Streets requiring lined parking structures



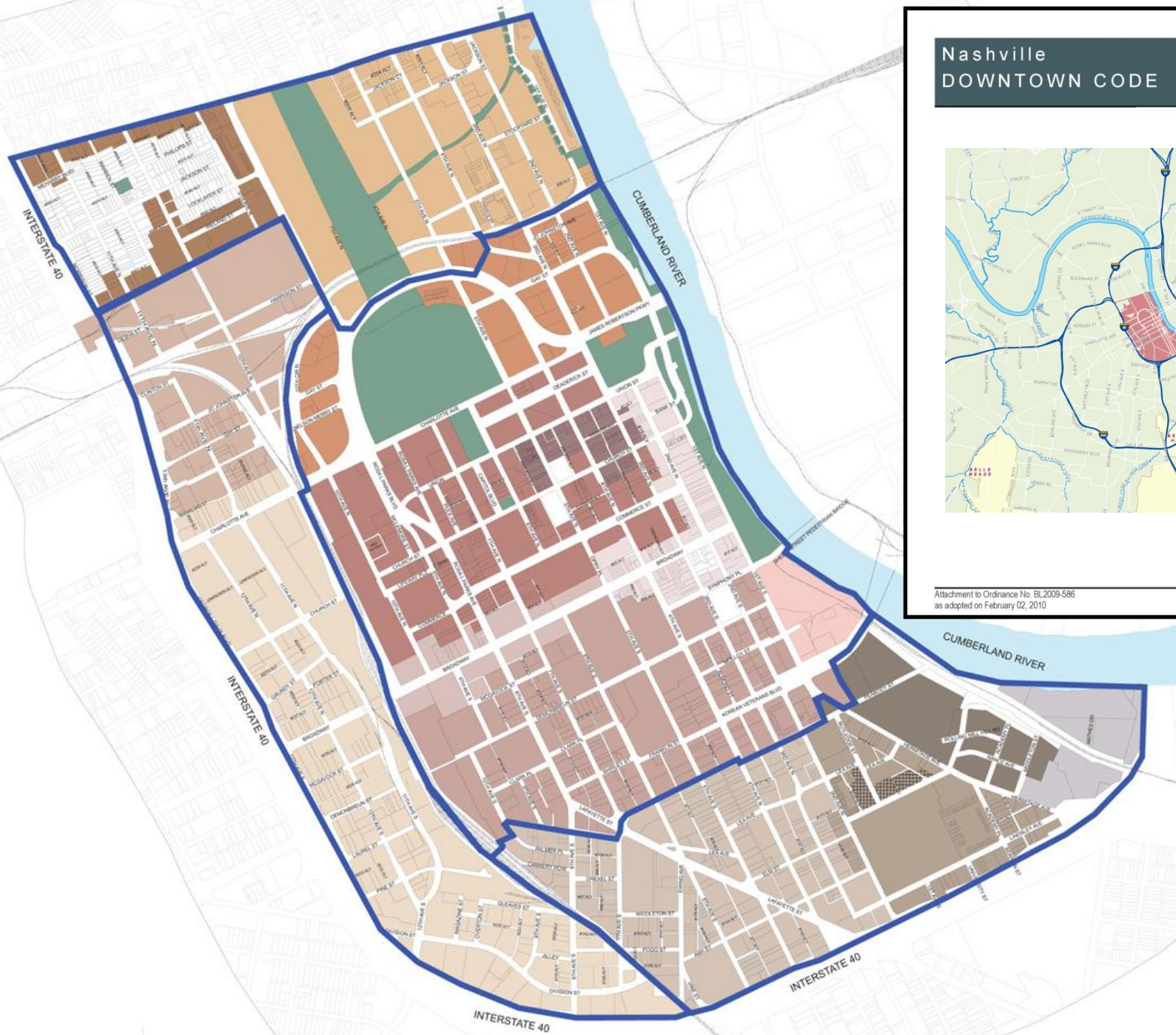
Streets without access to parking structures



Nashville DOWNTOWN CODE

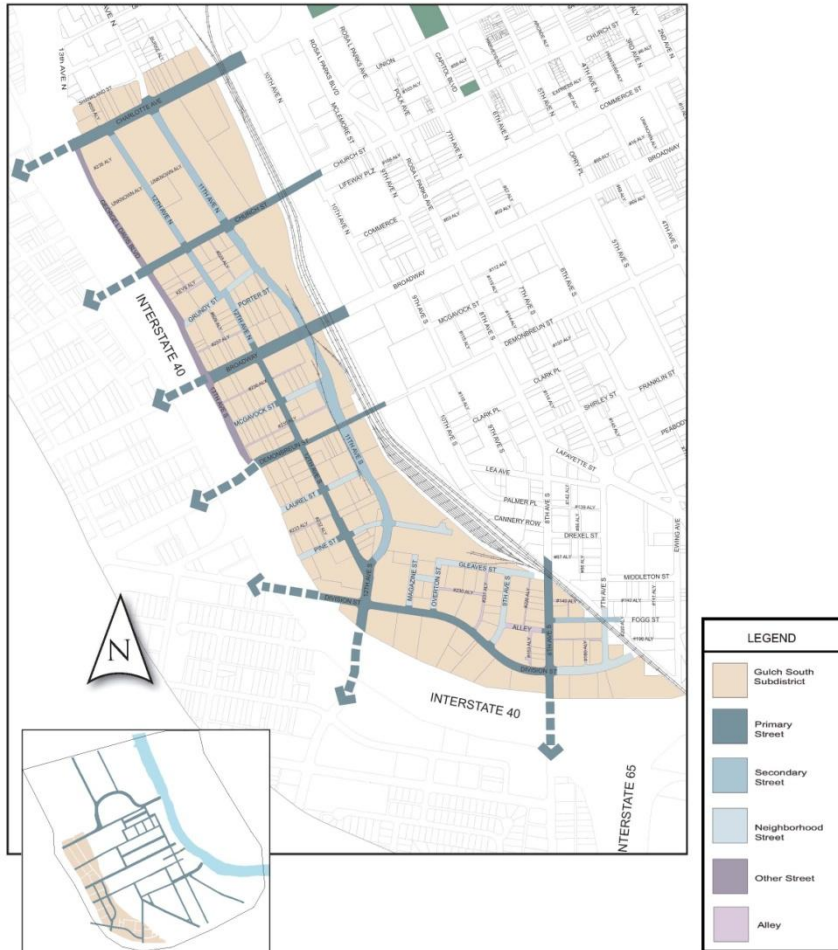


Attachment to Ordinance No. BL2009-586
as adopted on February 02, 2010





Building Regulating Plan



Building Regulating Sheet

- A Build-to Zone**
- | | |
|---------------------|---------------|
| Primary street | 0'-10' |
| • Storefront | 5'-10' |
| • Stoop | Not permitted |
| • Porch | |
| Secondary street | 0'-10' |
| • Storefront | 5'-10' |
| • Stoop | Not permitted |
| • Porch | |
| Neighborhood street | 0'-10' |
| • Storefront | 5'-10' |
| • Stoop | 10'-15' |
| • Porch | |
- ** Civic Frontages are appropriate. See General Standards for information.

- B Facade width**
- Primary street - 80% of lot frontage minimum
 - Secondary street - 80% of lot frontage minimum
 - Neighborhood street - 60% of lot frontage minimum
 - Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

- C Minimum building depth**
- 20' minimum depth from building facade
 - A building liner is required surrounding parking structures on the ground floor facing public streets and Open Space (excluding alleys).
 - A building liner is required on all floors surrounding parking structures along the south side of Division Street.

Height

As measured from grade along the Primary Building Frontage.

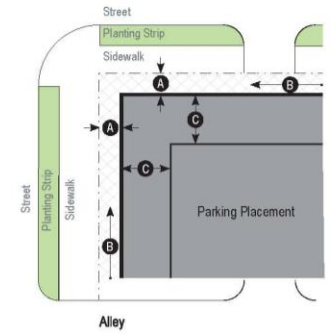
- D Minimum height** 3 stories
- E Maximum height** 10 stories
- Property fronting Church Street, Broadway and Demonbreun St 15 stories
 - Property at the intersection of 12th Ave and Demonbreun Division Street and 12th Avenue 20 stories
 - Division Street and 8th Avenue

** Extended height at intersections applies to frontage within 150 feet of the intersection.

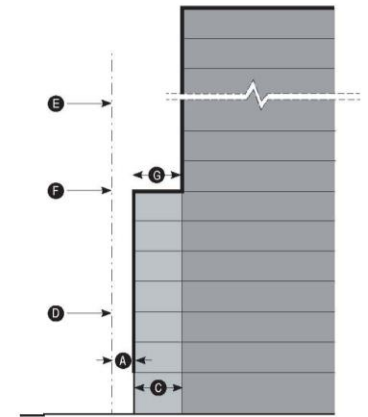
** See General Standards for information on the Bonus Height Program.

Step-back
Required for property with 10 story height limit and property fronting Broadway.

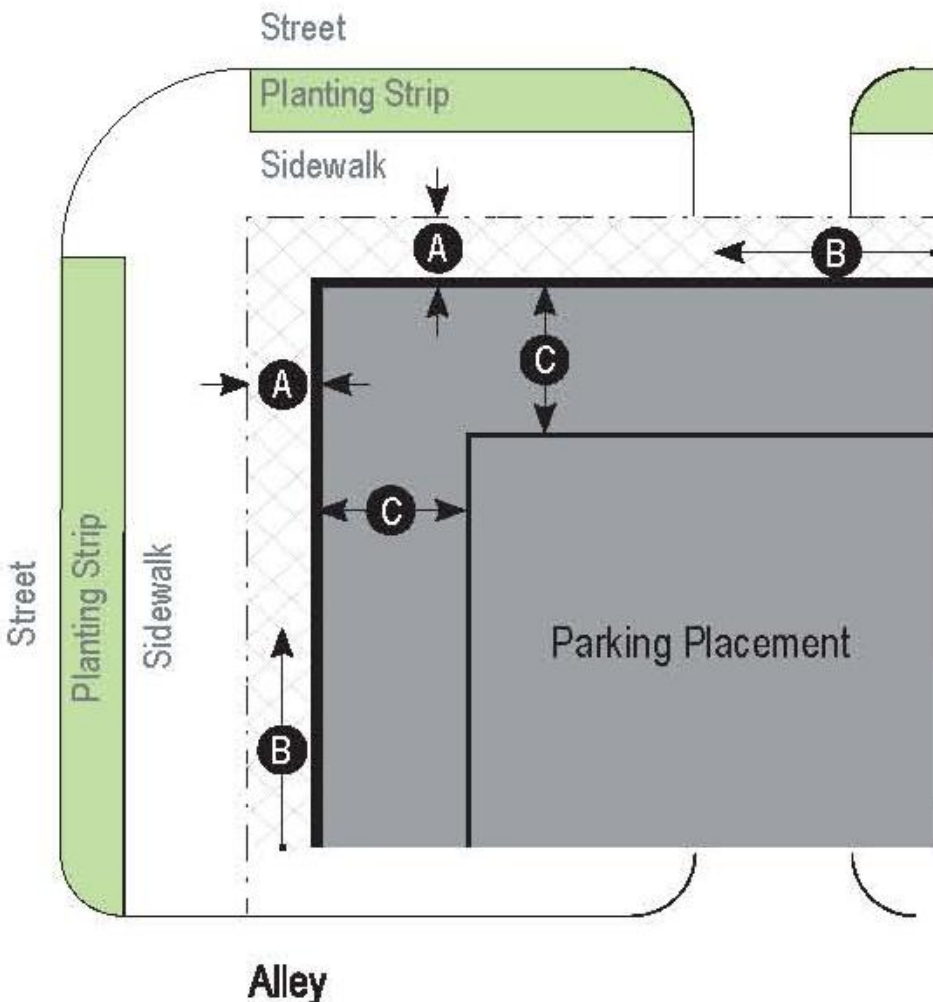
- F Step-back after** 7 stories
- G Minimum step-back depth** 20'



Building Plan



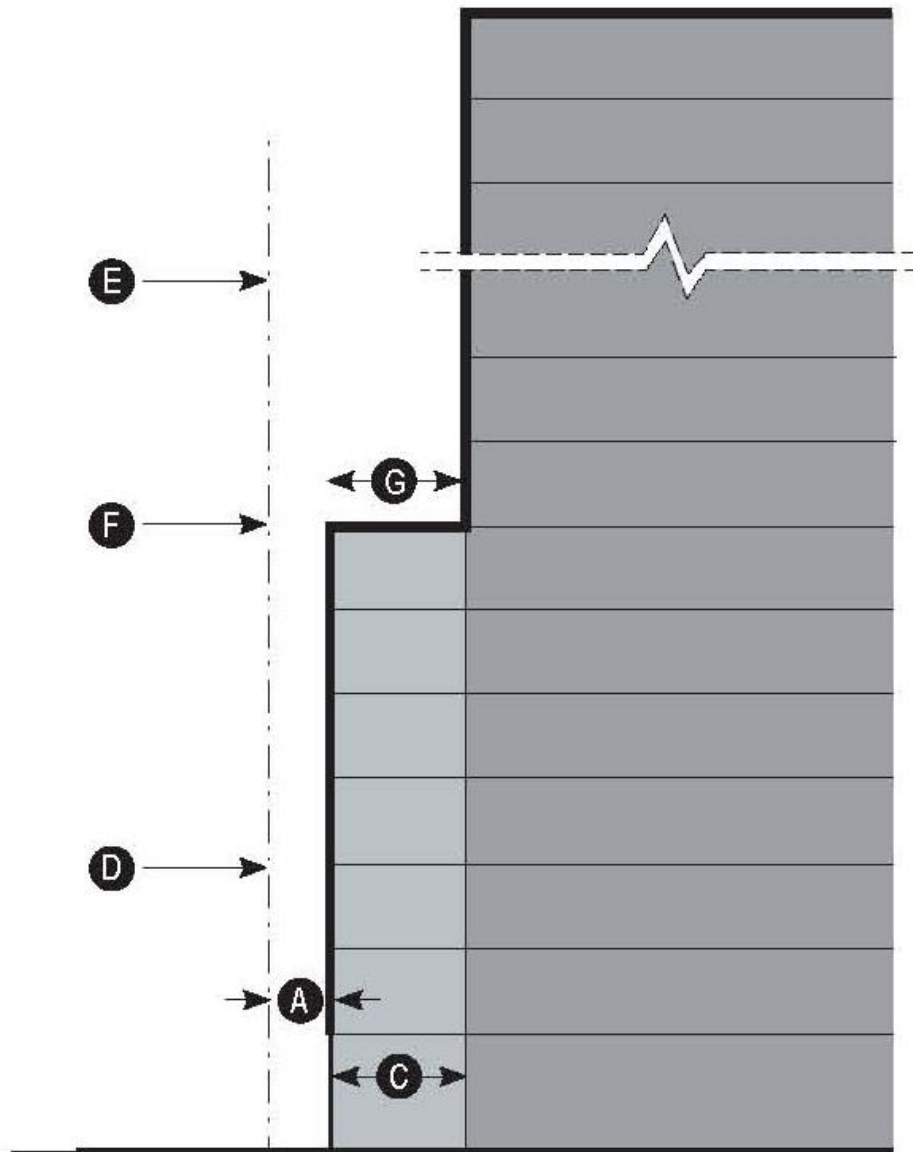
Building Section



Building Plan

Building Regulating Sheet

A	Build-to Zone	
	Primary street	
	• Storefront	0'-10'
	• Stoop	5'-10'
	• Porch	Not permitted
	Secondary street	
	• Storefront	0'-10'
	• Stoop	5'-10'
	• Porch	Not permitted
	Neighborhood street	
	• Storefront	0'-10'
	• Stoop	5'-10'
	• Porch	10'-15'
** Civic Frontages are appropriate. See General Standards for information.		
B	Facade width	
	• Primary street - 80% of lot frontage minimum	
	• Secondary street - 80% of lot frontage minimum	
	• Neighborhood street - 60% of lot frontage minimum	
	• Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.	
C	Minimum building depth	
	• 20' minimum depth from building facade	
	• A building liner is required surrounding parking structures on the ground floor facing public streets and Open Space (excluding alleys).	
	• A building liner is required on all floors surrounding parking structures along the south side of Division Street.	

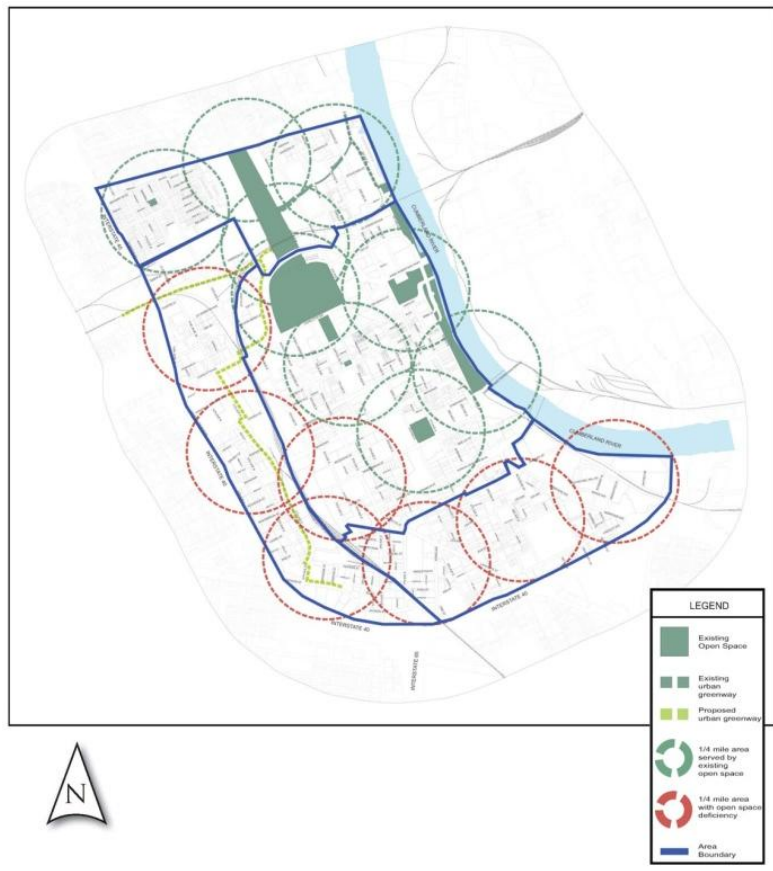


Building Section

Height

As measured from grade along the Primary Building Frontage.

D	Minimum height	3 stories
E	Maximum height	10 stories
	<ul style="list-style-type: none"> Property fronting Church Street, Broadway and Demonbreun St 	15 stories
	<ul style="list-style-type: none"> Property at the intersection of 12th Ave and Demonbreun 	20 stories
	Division Street and 12th Avenue	
	Division Street and 8th Avenue	
<p>** Extended height at intersections applies to frontage within 150 feet of the intersection.</p> <p>**See General Standards for information on the Bonus Height Program.</p>		
<p>Step-back Required for property with 10 story height limit and property fronting Broadway.</p>		
F	Step-back after	7 stories
G	Minimum step-back depth	20'



DRAFT: February 9, 2009

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Open Space

Open Space Types

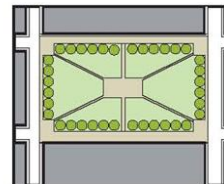
Green

Greens are larger, less formal open space consisting of a majority green space with lawns, paths and vegetation. They may be spatially defined by landscaping, streets, or building frontages. The minimum size is $\frac{1}{2}$ acre and the maximum size is 6 acres. Greens are required to maintain a minimum of 60% ground level green space and 70% pervious surface.



Square

Squares are open space used for unstructured recreation and/or civic uses. A square is spatially defined by building frontages and should lie at the intersection of important thoroughfares. Landscaping shall consist of lawn and trees formally composed. The minimum size is $\frac{1}{2}$ acre and the maximum size is 4 acres. Squares are required to maintain a minimum of 30% ground level green space and 50% pervious surface.



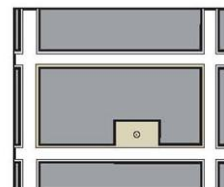
Plaza

A Plaza is open space used for unstructured civic and/or commercial purposes. A plaza is spatially defined by building frontages. The minimum size is 2500 square feet and the maximum size is 20,000 square feet. Plazas are required to maintain a minimum of 10% ground level green space and 30% pervious surface.



Court

A Court is open space accessible from the street and used for entry to a building. A court is spatially defined by building frontages and generally tucked back into the building. The minimum size is 400 square feet and the maximum size is 2500 square feet.

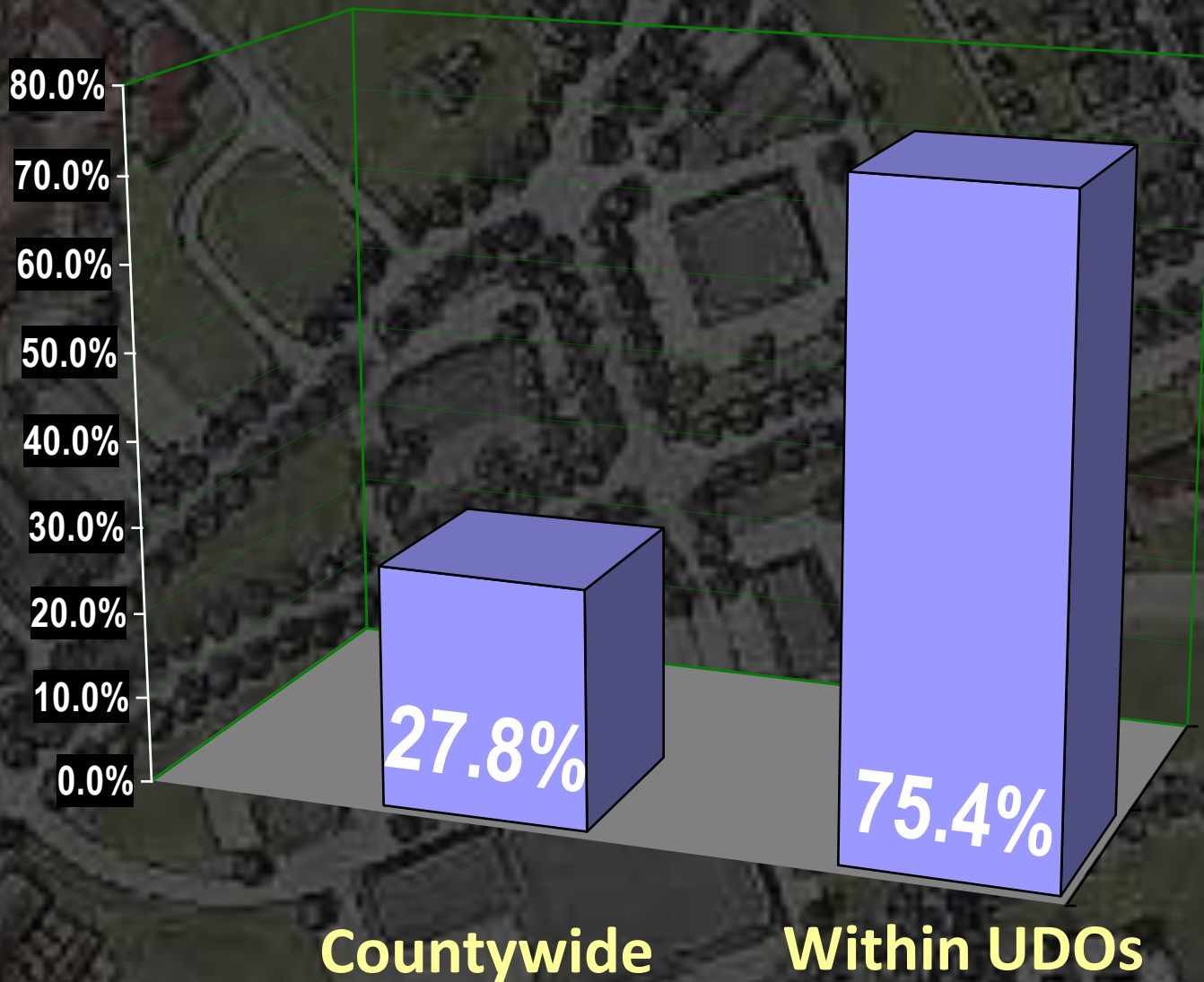


Pocket Park/Playground

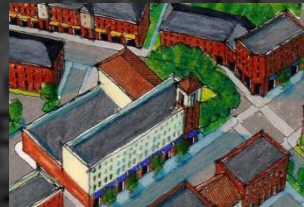
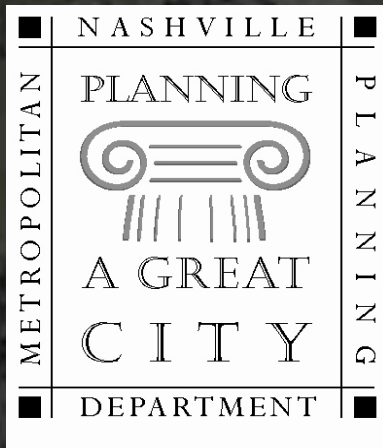
Pocket Parks and Playgrounds are open spaces that are accessible from the street and used as a playground or informal gathering place generally for local residents. A pocket park is spatially defined by building frontages and generally situated in lots between buildings as part of the urban fabric. The minimum size is 800 square feet and the maximum size is 1 acre.



Increase in taxable value 2003-2008



“Every increment of construction must be made in such a way as to heal the city.”



**-Christopher Alexander et al,
*A New Theory of Urban Design***